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THE DEMOCRATIC NOMINEE FOR PRESIDENT: JAMES M. COX

TOPICS - OF - THE - DAY

COX'S CHANCES

NO MATTER WHAT HAPPENS IN NOVEMBER the next President of the United States "will be an Ohio editor who began active life in a printing-office, successfully edited and published several small-town newspapers, played an unimportant part in Congress, and never attained to a national reputation until this summer." Moreover, continues the New York *Globe* (Ind.), "he will be a man of mediocre ability and of unimpeachable party regularity." Neither nomination alarms Wall Street. *The Wall Street Journal* is glad that no radical was nominated at San Francisco, and the New York *Commercial* declares that "business will be safe with either" Cox or Harding. The conservative New York *Times* (Dem.) is glad that the two Ohioans are business men and both without "any radical inclinations." A Socialist paper like the New York *Call* naturally sees little to choose between the two: "both were reared in the school of orthodox capitalist politics, and it required the skilled brokers of both parties to secure their nominations." The Syracuse *Herald* (Ind.) sees the opposing candidates "alike as two peas." "The day of supermen is ended in the Democratic as well as the Republican party," observes the Providence *Tribune* (Ind.); "from Roosevelt and Wilson we have been dropt to Harding and Cox, two second-rate Ohio politicians." Independent newspapers of the liberal type regret with the Rochester *Times-Union* (Ind.) that "neither candidate nor platform offers much to arouse the enthusiasm of the independent voters to decide the election." The Newark *News* (Ind.) laments that "in this progressive era the candidates of both great parties should stand out so distinctly as the choice of the bosses." And the New York *Evening Post* comments as follows on the situation:

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THE FIRST LADY OF OHIO,

Who hopes to be the First Lady of the Land after March 1, 1921. Mrs. James Middleton Cox, with her infant daughter Anna.

"The present political situation is singularly difficult for the independent liberal. Neither the Republican party nor the Democratic has any clear claim to his vote. In both parties the less liberal element has reasserted itself. The Penroses and the Taggarts have come to life again and are once more conspicuous figures in their respective party councils. Both camps are putting harmony above everything else. In each there has been a recession from the more inspired idealism of Roosevelt and Wilson. In each the pendulum has swung to the conservative side, thus proclaiming, it may be, the normality of mankind, but nevertheless depressing those who hoped for a higher level of thought and feeling after the spiritual quickening of the war. That this condition is permanent we do not believe for a moment. Sooner or later there is bound to be a reaction, a revival in full vigor of the liberal spirit, a resumption of the march. But for the time being we are in a period of political doldrums from which neither of the parties definitely offers to rescue us."

Yet there are independent newspapers which consider the Cox nomination a strong and worthy one. It was the work of "a manifestly unbossed" convention, in the opinion of the Milwaukee *Journal* (Ind.), which finds the candidate himself far from the old-fashioned political type, and says:

"Governor Cox is the first Presidential nominee to belong to a new political generation. He is the first candidate whose political life has not been concerned with the tariff and the train of similar politics that has figured at least since the middle seventies. As Governor his chief work has been the reorganization of the governmental machinery of Ohio to meet the demands of a new age."

The San Francisco *Bulletin* (Ind.) waxes enthusiastic in its comment on the choice made by the Democrats in its city:

"Cox is a candidate of Presidential quality, a man of the people; he has risen to his present position by hard work and superior abilities. On the personal side he has the qualities that make for a popular leader and with a popular Democratic platform to stand on he should make a fight that will cause his opponent to strain every nerve. . . . It may be predicted that the November battle will be one of the keenest in the political history of America."

Another San Francisco paper, *The News* (Ind.), is even more emphatic in its approval:

"Cox will be an effective leader of the masses of Americans who have no use for Wall Street dictation in political affairs; who can not stomach the Penrose, Smoot, Lodge combine of Senators; who do not want a colorless and flaccid Harding as President of the United States in the next four years. Cox will carry California. He will carry his own home State. His chance for election is better than that of any other Democrat who could have been named."

The Springfield *Republican*, an independent journal which has generally supported Wilson, spoke highly of Cox before he was nominated. But after his nomination, on the forty-fourth ballot, after many conferences in which leaders like Murphy of New York and Taggart of Indiana, were conspicuous, the *Republican's* enthusiasm was somewhat dampened. As it says:

> "Governor Cox emerges from the San Francisco convention as its nominee in some degree less attractive than he entered it as a candidate. His record as Governor of Ohio appears that of a liberal, forward-looking executive; it had and it will still have a large measure of appeal to the independent, liberal voter. But the fact that he was supported throughout by Tammany, and that without that support he could not have been nominated, can not be ignored. . . . . . .
>
> "The nomination of Cox spells for Harding an unexpected opportunity. In view of the circumstances under which Cox was selected it might be possible for Harding, by taking a progressive and forward-looking stand—if the capacity is in him — to split the independent, liberal vote and to win a larger portion of it than has seemed within his reach."

ANOTHER ROOSEVELT FOR VICE-PRESIDENT.

Franklin D. Roosevelt, whose services in the New York State legislature and as Assistant Secretary of the Navy during the war have been rewarded by his party's nomination for the second highest office in our Government.

An important element in the campaign is the attitude of labor. While official statements are yet to come, Mr. Gompers has called Cox "the best solution," and in a dispatch to the New York *World* from San Francisco, Mr. John J. Leary, Jr., sets forth several reasons for considering the nomination of Cox eminently satisfactory to organized labor:

> "1. Cox has always been rated as friendly to organized labor. Within the month the convention of the American Federation of Labor in Montreal went on record as recommending to other commonwealths the Ohio Workmen's Compensation Insurance Fund Law, commonly known as the Cox law.
>
> "2. His nomination means the passing of Burleson, arch-enemy of organized labor, no matter what the result in November. If Cox wins he is as certain to go as if Harding wins.
>
> "3. The defeat of A. Mitchell Palmer, who enraged labor by his use of the injunction process against the soft-coal miners last winter.
>
> "4. The fact that Cox was at all times opposed by Governor John J. Cornwell, of West Virginia, and others from Southern States rated as reactionaries.
>
> "5. The fact that Cox is sufficiently progressive to cut the ground from under those who are advocating an independent labor party.
>
> "6. The nomination is regarded as curing such defects as may exist in the platform."

The Democratic press in general is enthusiastic over the choice of the San Francisco convention. Its comment may well be introduced by the congratulations offered to the Governor by his own paper, the Dayton *News:*

> "We want to congratulate the 'Chief,' because we believe he deserved to win. It was written in the stars that this greatest honor should come to him. His record as Governor of Ohio, as representative from ths historic Third Ohio District, and as private citizen in Dayton is brilliant. No man who endeavors first to be of service to his fellows can be denied a place in the world. The universe admires a man who sticks everlastingly at it until the principles he favors are triumphant."

Another Ohio daily, the Cleveland *Plain Dealer* (Dem.), believes that the Governor's victory in the convention "reflects nothing but the delegates' conviction that he was the one best qualified to meet Warren G. Harding in the campaign and to beat him." Cox, agrees the Memphis *Press*, is his party's "strongest vote-getter." He is "the strongest candidate practically available" in the opinion of the New Orleans *Times-Picayune.* The Raleigh *News and Observer* explains that in order to hold the important State of Ohio, "Harding's nomination made Cox's nomination a necessity." Besides, continues the editor of this North Carolina newspaper, owned by Secretary Daniels:

> "The Democrats, to win the election, should be able to carry New York, New Jersey, and Connecticut, where Cox is stronger than any other candidate the Democrats could have named. Another important factor is that Cox's nomination removes the foundation for any possible allegation that the President or his Administration dictated the candidate. But Cox the man was the greatest factor in his naming. He began life as a newspaper man and has three times been elected Governor of Ohio. No Governor in the forty-eight States has to his credit such an amazing number of important reforms accomplished. During the war he was one of the greatest State pillars, and Washington looked to him and listened to him with an attention which it gave to no other Governor. He kept his State warm and at work in the coal strike while other States around it were idle and freezing. If elected President he will be one of the greatest administrators who has ever held the office."

It seems to the Nashville *Tennessean* (Dem.) that Cox will appeal to all elements in American life. That is, in the words of the Richmond *News-Leader,* "he will appeal to labor without affrighting capital, and he will support a courageous and national policy without making that the exclusive issue. With the solid South behind him and with good prospects of gaining Ohio's twenty-four votes, he can be elected and he can carry in addition New York and New Jersey and get twenty-five scattered votes." The Omaha *World-Herald* praises Cox as a progressive and liberal executive. He will win, the Hartford *Times* believes, "because the country wants the Cox type of man for its President, and not the Hanna type." The Philadelphia *Record* (Dem.) considers Governor Cox "splendidly equipped and trained to be the leader of the Democratic party in the nation and be the Chief Executive of the United States."

The New York *World* believes that the San Francisco convention "has given its party a leader well versed in the principles of democracy, a candidate who has the pleasing habit of carrying his own State, and a man who in high office has demonstrated his capacity to legislate and to govern." *The World,* which has opposed nation-wide prohibition, replies to prohibitionist assertions that Governor Cox will not enforce the dry laws by saying that the only time he ever suffered defeat at the polls was when he incurred the hostility of the liquor interests by enforcing the Sunday-closing law. It adds: "Governor Cox, if elected, would enforce the prohibition amendment to the letter and all laws made in harmony therewith. He is not likely, in response to any exhortation, public or private, to go beyond that." Another Democratic paper, the New York *Times*, sums up as follows the chief elements of strength in Governor Cox's candidacy:

> "He is a man of the people, that fine type of the successful American man of affairs who has risen from humble beginnings by his own unaided industry, native ability, and sound judgment to the possession of a competence and to high office."

There are, however, some papers with Democratic leanings which see elements of weakness in the nomination made at San Francisco. There are Democrats, especially in the South, says the Richmond *Journal* (Dem.), whose stedfast stand for prohibition will cause them to balk at a candidate known to favor light wines and beer. Similarly the Nashville *Banner*, an independent paper which inclines decidedly to the Democratic side of the fence, is not carried away with enthusiasm over the nomination made at San Francisco, believing that Governor Cox "is not a man of exceptionally high qualities in any respect, and has no profound statesmanlike achievements to his credit."

Republican newspaper opinion of Mr. Cox as the Democratic nominee may be summed up in a word approximately as follows: "The Governor is a fine fellow and a formidable campaigner, but he is tied up with a hopeless cause and handicapped by the support of the 'wets' and of Tammany." Senator Harding's Marion *Star*, which disapproves of campaign personalities, says politely: "While the general trend of the political views of Governor Cox is away from those held and advocated by this paper, we none the less frankly recognize his ability as demonstrated in business and political life alike." The independent but anti-Wilson Cincinnati *Enquirer* speaks of the Governor's "plucky Americanism" and "high moral character." "Good fellow," "good citizen," and "good Governor" that he is, James M. Cox has, nevertheless, in the words of the Toledo *Blade* (Rep.), "become the leader of a bad cause, and there can be no manner of doubt as to the outcome in November." *The Blade* points out in particular that "Mr. Cox is under suspicion in the rural districts as one who would close his eyes to the nullification without law of the Eighteenth Amendment, and the rural vote in spite of the vast growth of the cities, at the expense of the countryside, still wields a tremendous power at the polls." Charles P. Taft's Cincinnati *Times-Star* (Rep.) seems to have no illusions about Governor Cox's political record in Ohio. Before the war "it was a record of small politics, of trimming and shifting with the political fashions and the political currents of the moment," altho "during the war Cox stood for the cause of patriotism."

Outside of Ohio Republican editors look upon his association with the "wets" to be the Democratic candidate's most vulnerable point. "Cox and cocktails—Harding and the Home" will be the Republican slogan in the dry State of Washington, according to the Seattle *Times* (Ind.), which believes that "Cox's nomination insures a Republican triumph on the Pacific coast." The St. Louis *Globe-Democrat* (Rep.) says that while "the wetness attributed to Cox will draw many votes to him, particularly in the urban centers—altho he as President would hardly dare to fail in the enforcement of the law—it is at least an open question whether it will not take as many or more votes from him in the country, from the women especially." Senator Capper's Topeka *Capital* (Rep.) considers the result not even in question: "After November Democrats will know that a political party can not carry a Presidential election in this country by sprinkling a little booze on its clothes."

To many Republican papers the issue raised in the nomination of Governor Cox is whether the Government of the United States is "to be delivered into the maw of the Tammay tiger." Says the Philadelphia *Public Ledger* (Ind. Rep.):

> "The stain of Tammany that is upon American politics is so unsavory, the principles and practises indelibly associated with the very name Tammany, and the character and reputation of the politicians of the Taggart type, who compassed the defeat of both McAdoo and Palmer, are so contrary to every ideal of true statesmanship and clean politics that the domination of the convention and its candidate by that element can only be regarded as a colossal blunder."

"Brennan of Illinois, Murphy of Tammany, Taggart of Indiana, and other practical Jeffersonians," observes the Chicago *Tribune* (Rep.), nominated Governor Cox of Ohio because they thought he was "the best vote-getter and the best goat-getter the Democracy had." The New York *Evening Mail* (Ind. Rep.) thinks the Cox-Roosevelt ticket is certainly one the Republicans will have to reckon with. It points out that the Ohio Governor will have the whole-hearted support of elements which have disliked other Democratic candidates for the Presidency, and says:

> "The Cox success is Tammany's first triumph in a national Democratic convention. Tilden, Cleveland, Bryan, and Wilson —the outstanding figures of the party since the war—won their leadership despite Tammany. Governor Cox has secured his as an ally of Tammany."

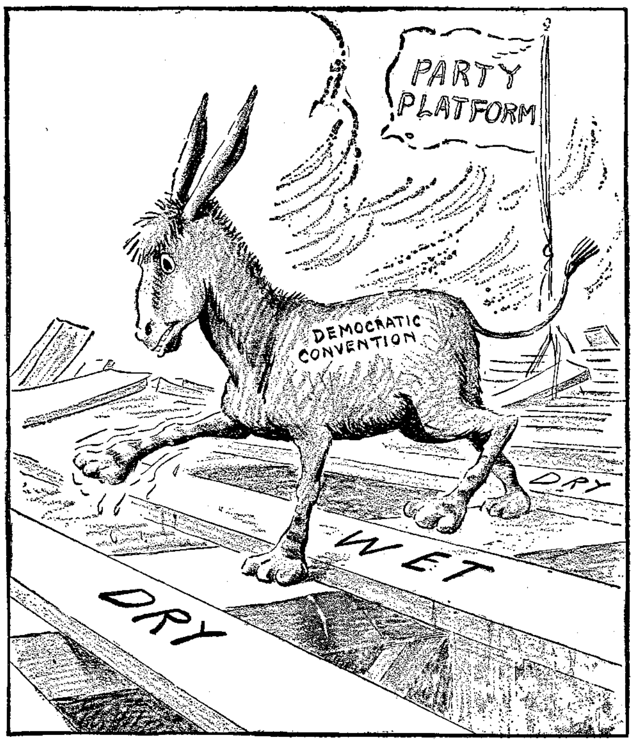
It seems to the Boston *Transcript* (Rep.) that Mr. Cox is "an untried man" and "essentially unsafe." The Pittsburg *Gazette-Times* (Rep.) calls the Democratic candidate "a third-rate statesman who is a first-class campaigner." But several Republican papers point out that Mr. Cox's abilities as campaigner must be reckoned with. *The Sun and New York Herald* says he "may be expected to put into this contest both speed and power." Senator Harding's supporters, declares the New York *Tribune*, "would be most foolish if they did not frankly recognize the formidableness of the Cox and Roosevelt ticket." As *The Tribune* points out:

> "Governor Cox is a seasoned politician, skilled in all the arts of the craft. He knows when it pays to be bold and when it pays to evade. He will do all one man can to rub the curse of Wilsonism from his candidacy, and yet at the same time not offend the Administration, which has still some strength with Republican idealists. In Franklin D. Roosevelt he has a ticket colleague who adds great strength, especially in New York, where he is held in just esteem as an independent Democrat of the best type."

The situation, continues *The Tribune*, "calls to Senator Harding to come out of his entrenchments and take the aggressive." The Republican candidate, says this important Republican newspaper, must tell what he proposes to do to satisfy the progressives, what he proposes "with respect to the Treaty and the League of Nations," whether he would give the Volstead Act an adequate trial or whether he would nullify the Eighteenth Amendment. In short, "the Republican rank and file turn to Senator Harding with a longing for him to reveal the stuff of definite leadership."

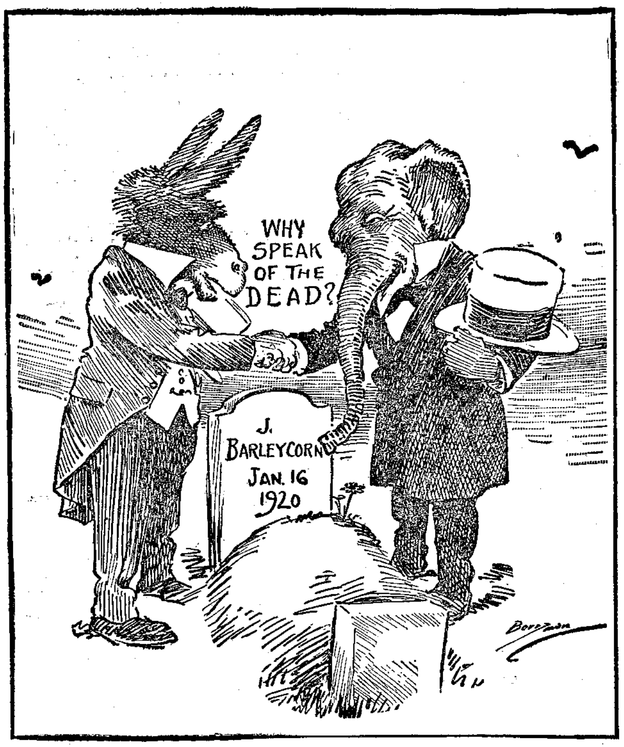
Republican, Democratic, and independent journals unite in congratulating the Democratic party on the selection of Franklin D. Roosevelt as the candidate for Vice-President. If the Democratic ticket is elected, says the New York *Globe*, "even Republicans will be glad to have Roosevelt in Washington." *The Sun and New York Herald* (Rep.) gives him high praise. *The World* (Dem.) says his selection "has added strength to the ticket in places where strength will be needed." It is fortunate for the nation, says the New York *Times* (Dem.), that each party has named a Vice-Presidential candidate who could, if the need arose, become President without causing the country a tremor of apprehension. And the New York *Evening Post*, which considers his nomination "an admirable one from every point of view," reminds us that—

> "His early career in New York politics and as State Senator showed him liberal-minded, energetic, and independent. As Assistant Secretary of the Navy during the war he made a fine record of efficiency, organizing the civilian personnel of the Navy Department, supervising the coast patrol, placing the submarine-chaser in the war, and performing a great variety of other tasks with signal ability."



PUSSYFOOTWORK.

—Harding in the Brooklyn *Eagle*.



GOLDEN SILENCE.

—Berryman in the Washington *Star*.

A STUDY IN DISCRETION

THE FIGHTING CREED OF THE DEMOCRATS

NO BREAK in party alinement for the campaign is shown by the first press comment on the platform which was adopted at San Francisco just as presented to the convention by the platform committee. To Democratic papers it is "a fighting platform" (Raleigh, N. C., *News and Observer*), "a charter of democracy" (Louisville, Ky., *Post*), "progressive, forward-looking, sane" (Springfield, Ill., *State Register*), "clear, coherent, definite" (Philadelphia *Record*). To Republican papers it is "a Wilson platform throughout, and tricky accordingly" (Pittsburg *Gazette-Times*), "a mass of verbiage in which necessarily mendacious praise of the Wilson Administration and slander of the Republican Congress appear in about equal parts" (Albany *Evening Journal*). "We gather from this platform," remarks the Philadelphia *Press*, "that the chief end of the Democratic party is to glorify Wilson and enjoy him forever, either in person or by deputy, and on this the Republicans join issue and the country will determine between them."

The League of Nations plank takes foremost position. It begins by declaring that—

> "The Democratic party favors the League of Nations as the surest, if not the only, practicable means of maintaining the permanent peace of the world and terminating the insufferable burdens of great military and naval establishments. It was for this that America broke away from traditional isolation and spent her blood and treasure to crush a colossal scheme of conquest."

Following paragraphs indorse the President's "exceptional achievements at Paris," condemn "the Republican Senate for its refusal to ratify the Treaty merely because it was the product of Democratic statesmanship," declare that "by every accepted standard of international morality the President is justified in asserting that the honor of the country is involved in this business," quote Senator Lodge against the "everlasting dishonor" of a separate peace, and continue:

> "We indorse the President's view of our international obligations and his firm stand against reservations designed to cut to pieces the vital provisions of the Versailles Treaty, and we commend the Democrats in Congress for voting against resolutions for separate peace which would disgrace the nation.
>
> "We advocate the immediate ratification of the Treaty, without reservations which would impair its essential integrity; but do not oppose the acceptance of any reservations making clearer or more specific the obligations of the United States to the League associates."

The Treaty plank of some 700 words concludes with rejection of the Republican assumption that the Treaty and membership in the League would in any way impair the integrity or independence of our country, and insistence with the President that all duties of membership must be fulfilled in conformity with the Constitution, under which Congress shall declare war.

A chorus of Democratic journals welcomes this statement of the chief issue in the campaign. Thus the Charleston *News and Courier* declares that "the greatest glory of the party is the fact that it has fought for the League. Its greatest merit, which, above all others commends it to the people of the United States, is the fact that it goes into this contest as the champion of the League." The Pittsburg *Post*, too, believes that "while the Republican Convention at Chicago produced a platform in which the United States is pictured as about the most contemptible nation on earth, with a President abused as if he were the Kaiser who started the world-war, the Democratic Convention at San Francisco speaks the voice of America; the America that, instead of being narrow and sordid, furnished not only the vision but the force that turned the tide for liberty and humanity in one of the greatest struggles in history." The Springfield *Republican* (Ind.) states the issue as follows:

> "Since the Republican platform does not call for the ratification of the Versailles Treaty under any conditions and leaves open the question even of a separate peace with Germany, Republican success in the election would furnish no popular mandate for ratification and would in no degree weaken the position of those Republican Senators who voted invariably to kill the Treaty outright.
>
> "Here, then, is a clear-cut issue between the Republican and Democratic parties, the Democrats standing for a definite, thoroughly understood policy of liquidating the war by accepting the same Treaty which the other belligerents have accepted and joining the same League which twenty-nine other nations,

> belligerent and neutral alike, have joined. This issue can not fail to influence powerfully the campaign, by virtue of the undisguised conflict between the parties which the two platforms emphasize."

Some Republican papers pick on the "but" phrase—"but we do not oppose the acceptance of any reservations making clearer or more specific obligations of the United States to the League associates," which Senator Walsh, of Montana, fathered in behalf of Senators who had voted against ratification. The New York *Tribune* says:

> "To cease opposition to the reservation idea and to consent in advance to clarification are a double confession. It acknowledges that the President was wrong and that clarification is needed. Those standing with Senator Lodge, allowed practically to write the platform of their former opponents, have gained an astounding triumph."

The Washington *Post* holds that the Treaty plank is capable of at least two interpretations, wherefore, "before the campaign has gone very far there may be a demand for a set of reservations to the platform itself." But it thinks that for the purpose of the average voter the choice between the two parties on the Covenant is plain enough. The Philadelphia *Ledger* admits that "the Democrats have taken by far the better fighting position on the subject of the Treaty and the League of Nations":

> "With much adroitness they have framed a declaration to which even the President can give his adherence, and yet at the same time they have avoided any expressions which will weaken or divert the allegiance of those who believe that the position of the United States will be strengthened by certain reservations explaining the meaning of the Treaty provisions and safeguarding the national interests. Compared with the weak and half-hearted plank of the Chicago platform, where the Republican party was made to stand 'for agreement among the nations to preserve the peace of the world,' the San Francisco plank has the virtue of definiteness. But happily for those who wish to see the Treaty ratified and the work of the Versailles Conference not wholly cast aside by the United States, the future will be determined not by mere platform phrases, but by the action of the men who are the standard-bearers of the Republican party."

None of Mr. Bryan's special proposals got into the platform. He thinks that instead of being considered "crusaders" in this campaign, the Democrats "are more likely to be branded as evaders." More than half the delegates voted against his dry plank and also against Cockran's wet plank, thus evading the liquor question. Other "evasions" which Mr. Bryan reviews in his convention letter to the Universal News Service are: Profiteering, universal compulsory military training, political corruption, labor difficulties, and ratification of the Treaty. The real issue on the Treaty, he says, is "whether the President should present to the Allies a ratification of the Treaty with reservations acceptable to a considerable majority of the Senate, or postpone our nation's entrance into the League until the Senate agrees to such terms as the President sees fit to choose." Unless very much misrepresented by those who assumed to speak for him, the President felt that he should direct the course of the convention, according to Mr. Bryan, who remarks apropos, "a President who sows the wind shall reap the whirlwind."

Only two Democratic papers at hand criticize silence "on the great issue of liberty involved in the prohibition laws." The St. Louis *Post-Dispatch* says "this matches the cowardice of the Chicago convention," but in Congressional elections, "soon or late, the people will declare their will." The New York *World* concurs in respect to the cowardice that defeated Bryan's plank, but "was unable to acquire any positive convictions concerning one of the most important domestic questions ever raised in this country." The Montgomery (Ala.) *Advertiser* (Dem.), however, insists that Mr. Bryan succeeded in the supreme effort of his life by forcing administration leaders to drop their moist plank and put the party on record as considering prohibition a closed chapter. Since this is "the only Democratic platform that has failed to declare for State control, regulation, and enforcement upon matters of this kind," it is "all in all the most forward step in favor of prohibition the Democratic party has ever taken."

The amount of rejoicing in Democratic papers over the shut-out of radicalism is striking. "The platform may be said to be progressive in its temper and outlook, but there is no plank or phrase in it that could be called radical," remarks the Dallas *Morning News*. The party "did not emit a platform of fads and follies and issues. There is nothing half-baked about it. Its progressivism is American, not Russian or Marxian," agrees the Omaha *World-Herald*, while it seems to the New York *Times* that "the whole platform may be said to strengthen every legitimate commercial and financial enterprise in the country. Not one shiver need it cause business men." The Springfield *Republican* notes that "there is not enough 'public ownership' in either platform to keep a Plumb-planner alive. The Democrats follow the Republicans in declaring for the private ownership of railroads—and that is a test issue." The New York *Commercial* (Financial) declares that "altogether the Democratic platform is a safe document with which to go before the people, and the Republicans must not be too cocksure that they can defeat it."

Several editors comment upon the general resemblance of both Republican and Democratic platforms. The Lincoln (Neb.) *State Journal* (Ind. Rep.) concludes that—

> "As a whole the platform is about as conservative as the Republican platform. To just about the same extent it shirks a grapple with the pressing issues of the times."

A paralleled column study of Republican and Democratic platform planks in the New York *Evening Post* discloses very much similarity, the differences arising "either from methods of doing these things or from a disagreement as to which party should be credited with their accomplishment. . . . Neither party has brought anything strikingly new to the fore, and the campaign would seem to rest upon the old questions of party differences and primarily upon ratification of the Peace Treaty."

Next to the League of Nations in importance comes Mexico. The Democratic platform asserts that "Mexico must realize the propriety of a policy that asserts the right of the United States to demand full protection for its citizens." "Within the limitations of international amity and usage," the party sympathizes with Ireland "in its aspirations for self-government." Tax reform in this country is advocated, and also a "searching revision of the war-revenue acts to fit peace conditions." The party pledges itself to "contrive, if possible, a fair method of composing differences between labor and capital," and declares that "there should be a fair and complete test of the Esch-Cummins Railroad Law." Land settlement and home aid legislation for soldiers is favored, and also the right to collective bargaining and the right of cooperative handling and marketing of products "of the workshop and the farm." The Democratic party favors the creation of an effective budget system, with the supervision of the budget vested in the Secretary of the Treasury, and advocates the continuation of the Federal Reserve Act. The high cost of living is deplored, and the party is pledged to a policy of strict economy in Government expenditures and to the enactment and enforcement of laws to deal with profiteers. Equal suffrage for woman is indorsed and cooperation with the States to aid women in industry is urged. The party favors the continuation and extension of reclamation projects, and the increase of our merchant marine. It also favors "a liberal and comprehensive policy for the development and utilization of our harbors and interior waterways." Armenia comes in for a share of sympathy; independence for inhabitants of the Philippines is advocated; there is a plank favoring a liberal policy for homesteaders in Hawaii; territorial government, with a view to ultimate statehood, is urged for Porto Rico; and the "evils of long-distance government by arbitrary and interlocking bureaus" over Alaska are denounced.

OUR DECREASING INCREASE

"*C'EST LA GUERRE!*" suggests the Troy *Record*, should be used as the single and sweeping explanation for the fact that our continental population, according to the estimate of William C. Hunt, the Chief Statistician of the Census Bureau, is approximately only 105,000,000—a gain of fourteen per cent—instead of 111,286,442, as it would have been if the country had kept up the same rate of increase—twenty-one per cent.—which it maintained during the previous decade. The actual count is not yet announced. "It is the war," was the universal French explanation for everything, from unlighted streets to eggs at a dollar a dozen, points out *The Record*. Specifically, asserts the Providence *Journal*, "the chief check upon the increase in our numbers since 1910 has been almost the entire stoppage of immigration during the world-war," and the Brooklyn *Eagle* would "add to this the return of immigrants to their own countries during the war and after, and the two epidemics of influenza which ran over the greater part of the country."

"Our own participation in the war resulted in many deaths here and in Europe, and postponed many marriages," *The Sun and New York Herald* reminds us, "and the high cost of living undoubtedly has affected the birth-rate during the past five years," but it seems to the New York *Evening Post* that "the absence of two million able-bodied men in France for a considerable period undoubtedly had its effect on the rate of natural increase." At the same time, continues *The Post*, "as the country 'fills up' and the best land is taken up, and the economic struggle becomes more intense, there is a tendency for the natural increase to slacken." "These causes are quite credible," remarks the Philadelphia *Evening Public Ledger*, and as for the vital subject of the American birth-rate—

> "If that shall be proved to have risen in accordance with the hopes which Theodore Roosevelt used so glowingly to entertain, there is no reason to fear that our old rate of population progress has received a permanent check. The influenza was a tragic freak, the war an unprecedented calamity, the stoppage of immigration an abnormality."

Our attention is called to another factor by the Dayton *News*—the abnormal death-rate among infants: "No less than 265,000 babies under four months of age die annually in the United States," Governor Cox's paper regretfully states. Not only did the great war for civilization disturb and divert the emigration from Europe of millions of able-bodied and desirable persons, "but it annihilated hosts of young men, who, but for the war, would have sought and found their fortunes under the American flag," declares the Louisville *Courier-Journal*. But this paper (and many others) finds comfort in the fact that at last we have passed the hundred-million mark:

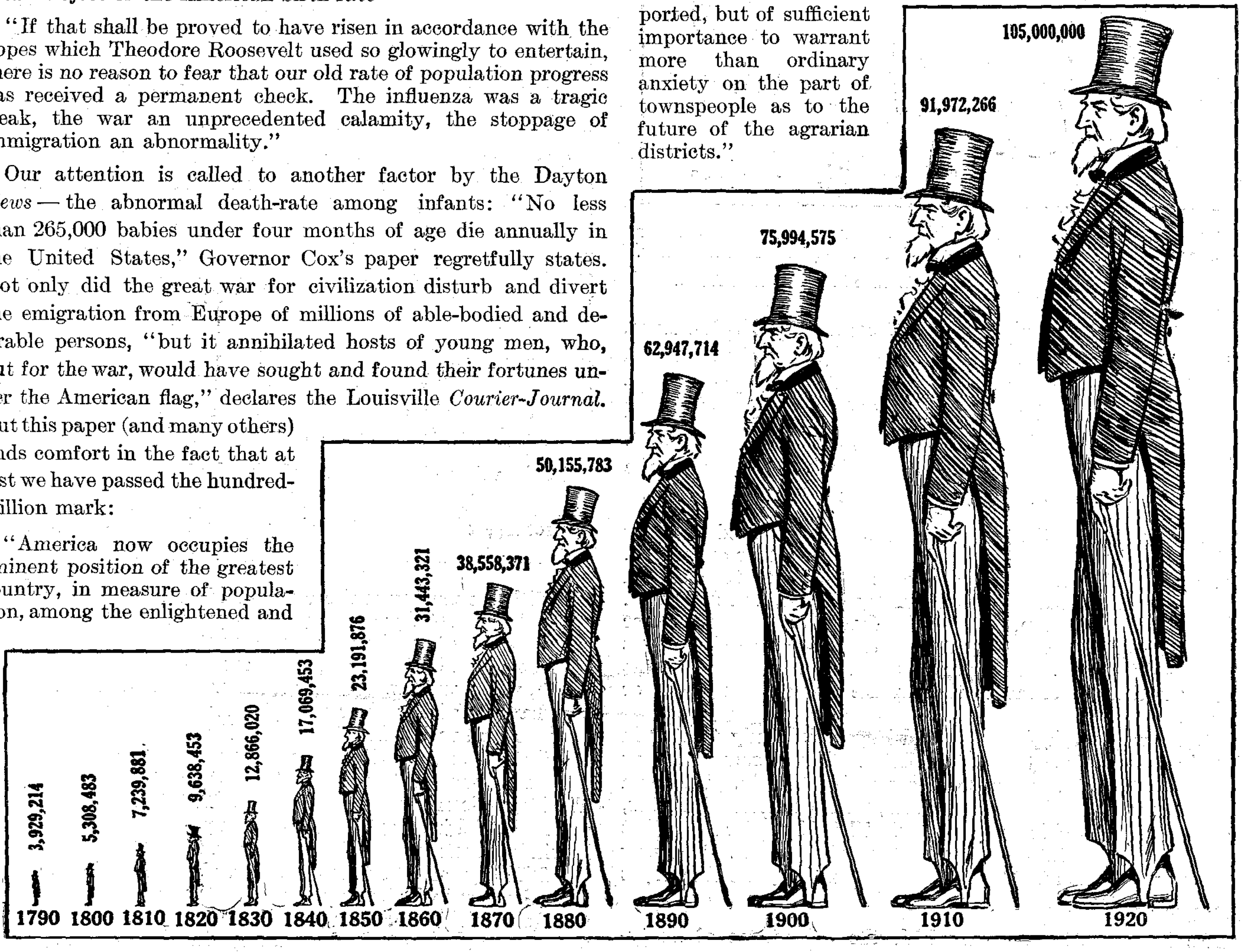
> "America now occupies the eminent position of the greatest country, in measure of population, among the enlightened and progressive countries of the world. Russia, a land of mighty potentialities, vast territory, and vast population, remains to be organized upon principles of progress before becoming a factor in the advancement of the world. China and India are countries of greater population than America, but neither is at present a country of general enlightenment, of material advancement, of definite outlook. Japan is fecund and virile with high capacity to make much of slender, natural resources, but the population of Japan is far smaller than that of the United States and her natural wealth and spaces available for profitable settlement are far less than those of the United States. Great Britain's white population and the populations of the greater countries of Western Europe are small compared with the population of America."

"Other things than numbers go to make a desirable nation—and we have the other things," remarks the Columbus (Ohio) *Dispatch*, and, adds *The Sun and New York Herald:*

> "After all, the important thing isn't how big we are, but how good; not how numerous, but how civilized and industrious. In a population race China can beat us hands down. The real test is not so much how many persons a country produces, but how much each person produces. We are big enough not to worry, but we are not yet busy enough."

"The decrease in the rate of growth is not a serious matter as affecting our national well-being," thinks the Brooklyn *Eagle;* "a far graver cause for concern is the increasing concentration of population in cities and towns and the tendency of our people to become consumers and not producers of food." And, at any rate, concludes the Dayton *News* in its second editorial on the subject:

> "America still retains its leadership in population despite the unofficial announcement of the census bureau. If we have lost thousands during the last decade, so have all European countries participating longer than the United States in the world-war and suffering more severe losses through deaths. The cities and towns are showing continued growth in this country, while the agricultural districts are declining in population—not so much as had been reported, but of sufficient importance to warrant more than ordinary anxiety on the part of townspeople as to the future of the agrarian districts."

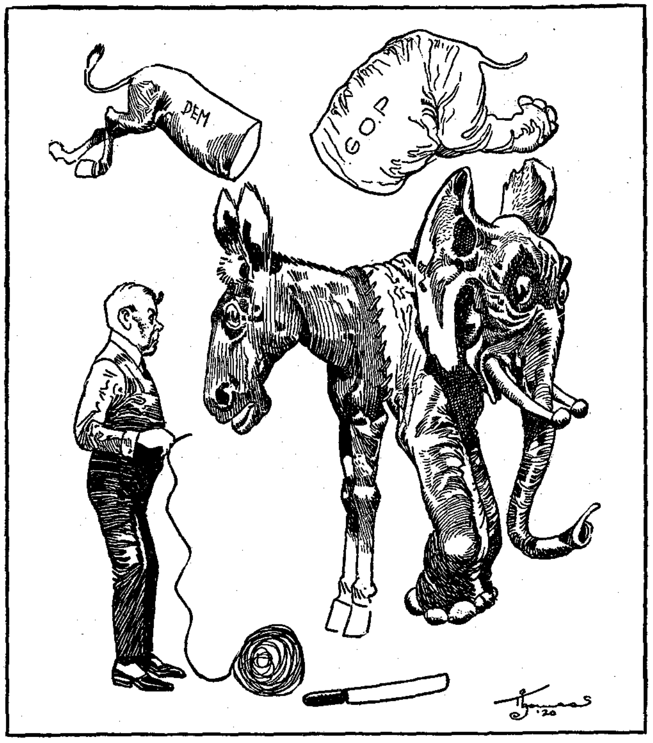


HOW THE DECADES HAVE ADDED TO OUR NATIONAL STATURE.

The figures indicate the official count of our population every ten years, except that the 1920 figure is an estimate based on incomplete returns.

THIRD-PARTY PROSPECTS

WHILE NO FEAR is admitted by most daily papers of the rise of a formidable third party this year, many of them expend much editorial ammunition in trying to kill it off. Heavy fire is directed upon the attempt to bring about an alliance of minority groups at simultaneous conventions in Chicago this month. Leadership in this third-party movement is assumed by the Committee of Forty-eight, with a membership enrolled in the forty-eight States on the mail-order system and the call for a national convention resulting from a referendum vote. The American Labor party, representing elements of organized labor which stand for direct political action as against the Gompers policy, and representatives of the Non-Partizan League, the farmers' organization in control of North Dakota, furnish groups of conferees. Single-Taxers, Plumb-Plan Leaguers, World-War Veterans, the "Pro-American Branch of the Republican Party," organized by Mayor Thompson of Chicago, and possibly the "American Constitutional Party" promoted by the Hearst papers, are expected to assist. "The Isaiahs of politics are donning their robes," observes the Philadelphia *Evening Ledger*, which adds:



"THE COMMITTEE OF FORTY-EIGHT WILL FORM A NEW PARTY COMPOSED OF THE FORWARD ELEMENTS OF THE OLD PARTIES."—POLITICAL NEWS ITEM.

—Thomas in the Detroit *News*.

> "The fact is that the experienced guerrilla leaders desire only to harass and worry the more powerful among their opponents. Their aim is to contribute salt and seasoning to the political philosophy of the United States. They do this, and do it well. There is no theory of modern politics that has not some glimmer of light in it, and as campaign follows campaign the older parties absorb a little of new wisdom here and a little there, and in the process neutralize elements that in the raw are dangerous or deadly.
>
> "Gompers, Borah, Johnson, and Bryan are likely to stay in the big processions. So is La Follette. They know that they will move thereby. They have something to gain. The man who is his own parade is the one who, for one reason or another, is willing to lose and lose everything. The old parties know that it is easier to get into a mess than to get out of it. The new parties don't. And they can not understand why the old parties prefer to go slowly about all things."

The basic platform upon which the Committee of Forty-eight seeks to bring about united action was formulated at a preliminary convention in St. Louis last December. It reads:

> "1. Public ownership of transportation, including stock-yards, large abattoirs, grain elevators, terminal warehouses, pipe-lines and tanks. Public ownership of other public utilities and of the principal natural resources, such as coal, oil, natural gas, mineral deposits, large water-powers, and large commercial lumber tracts.
>
> "2. No land (including natural resources) and no patents to be held out of use for speculation to aid monopoly. We favor taxes to force idle land into use.
>
> "3. Equal economic, political, and legal rights for all, irrespective of sex or color. The immediate and absolute restoration of free speech, free press, peaceable assembly, and all civic rights guaranteed by the Constitution. We demand the abolition of injunctions in labor cases. We indorse the effort of labor to share in the management of industry and labor's right to organize and bargain collectively through representatives of its own choosing."

"Both Cox and Harding represent the old order," says J. A. H. Hopkins, now chairman of the National Executive Committee of the Committee of Forty-eight and formerly national secretary of the Progressive party. "I imagine it is quite immaterial to the Wall Street group that dominated both conventions which one is elected. Both nominations are an affront to the intelligence of the American people. Neither represents either in himself or in his platform any constructive solution of the tremendous problems we are facing." Mr. Hopkins continues:

> "The men and women of America are going to the ballot-box determined to vote for candidates of their own choosing. Our mission is to offer them a channel through which they may freely suggest and freely nominate candidates who are conscious of the critical situation we are facing, who realize that the cost of living must be reduced and that the control of our political, economic, and industrial life must be torn from the grasp of the small minority group who seek to perpetuate their own control by keeping the people in ignorance of what is happening to-day and by offering them the choice of tweedledum and tweedledee."

"None of the Forty-eighters," writes Mark Sullivan to the Baltimore *Sun*, "has the smallest fraction of capacity for political leadership of the arduous sort that alone can start a third party and keep it going"—

> "In the talk that emanates from them at Chicago the Forty-eighters propose utter impossibilities. They say they will combine the farmer vote with the labor vote. They could as readily combine the antisaloon vote with the brewer vote. In their economic interests and in their political prejudices the farmer and the laborer are in head-on collision. The farmer thinks of the eight-hour day about as highly as he thinks of the boll-weevil. The farmer's idea of the hired man is that he should work sixteen hours a day with two hours off every other Sunday after the milking is done. The farmer and the union-laborer are at opposite ends of the pole, politically. From any practical point of view most of the other proposals of the Committee of Forty-eight are just as grotesque."

William Allen White, formerly head of publicity for the Progressive party, since the San Francisco convention sees only a respectable minority divided between Debs and the Forty-eighters. He writes in the New York *World:*

> "With the passing of the Wilsonian idealism from the control of the Democratic party came in a powerful, cunning realism which is going to make a tremendous struggle to control.
>
> "Booze and big business always are allies, and, given the solid South, which will swallow any Democratic dose, the materialists now have to add to their strength along the Atlantic seaboard only one or two big doubtful States like Ohio, Indiana, Illinois, or Wisconsin, and the Democrats can elect a President.
>
> "For they are meeting only materialists in the Republican party. The Republican issue can not be prohibition; it can not be social and industrial justice; nor can it be the promise of any new order. It will be 'back to normal,' the 'return to the Constitution' and to McKinley, and that sort of thing, plus a rather meaningless 'Americanism,' which may mean deporting undesirable aliens, or twisting the lion's tail, or invading Mexico, or adding reservations to the covenant which sound well in school-readers, and the poor fish who really thought the war was to usher in a new era wherein the relations of men would move somewhat closer to

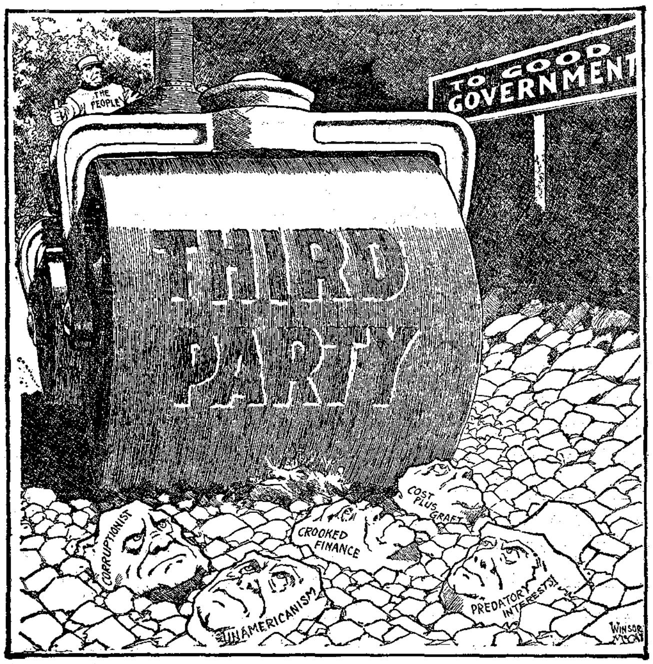
> justice are permitted to go out and count the stars or vote for some pink party for pale people which promises the perpetual sunrise.
>
> "If a man happened to be a reactionary, he should laugh himself into hysterics whenever he thinks what happened to the rainbow-chasers. If he should happen to be a reformer he should throw a fit. And now is the time for all good men to come to the aid of their party."

Typical of considerable Republican comment are the sentiments exprest by the San Francisco *Chronicle* in saying: "A third party with La Follette as candidate for President, Victor Berger for Vice-President, and Amos Pinchot as chairman of the campaign committee would not be wholly undesirable. Almost anything would be desirable which would get La Follette and Pinchot out of the Republican party." The Memphis *Commercial Appeal* (Dem.) thinks it might not be a bad thing to have such an "Anti-American party":

> "Of one thing the whole country may rest assured, and this is, that any such political organization would be weaker in the South than anywhere else in the country. We have few if any revolutionaries, Bolsheviki, pro-Germans, and anti-Americans down here. The voting in an election where anti-Americanism might be the issue would give 'the solid South' a clean bill of health so far as its Americanism is concerned. The South would be solid for law and order and Democratic rule under a Republican form of government."

But the Philadelphia *North American*, formerly a leading Progressive party paper, considers the situation problematical:

> "With La Follette as its nominee, the new party would cut into the Republican strength, probably carrying Wisconsin, North Dakota, Minnesota, and perhaps other States where the Non-Partizan League propaganda is strong. The Hearst influence, on the other hand, would mean Democratic losses in pivotal States like Massachusetts, New York, Illinois, and California. The course taken by the Democratic Convention will influence the movement, but will not stop it.
>
> "All these conditions, together with the factors of a large and growing fluid vote and of wide-spread political unrest, make it impossible to predict the force of the new movement. But it is likely to have one far-reaching effect—in making the candidate elected, whether Republican or Democratic, a minority President, which would mean that there would be no accepted settlement of pressing issues and no political tranquillity for at least four years.
>
> "Two things are certain: First, the inauguration of a third party is imminent; and, secondly, the more unrepresentative of popular sentiment the candidates of the old parties are, the more the independent movement will be stimulated."



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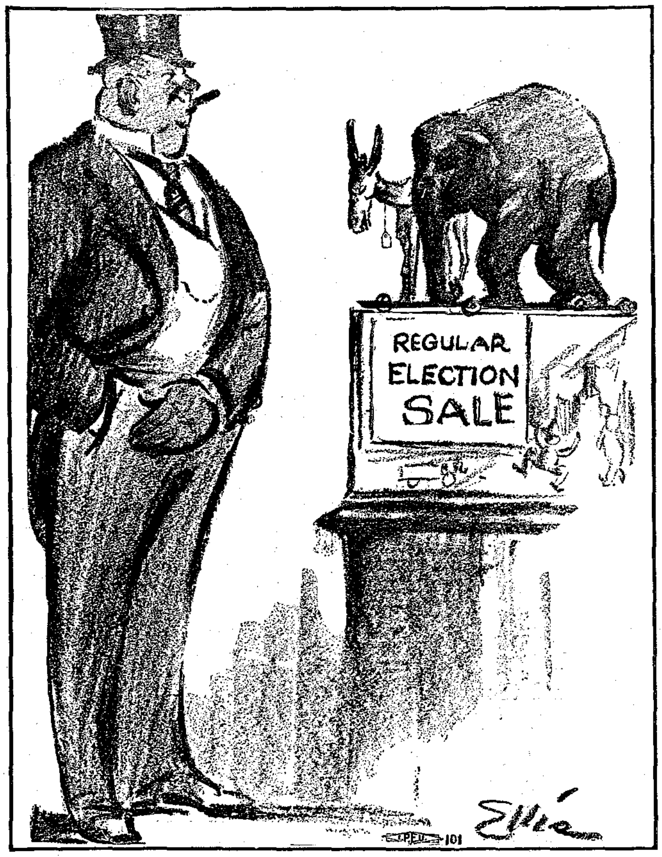
THE KIND OF STEAM-ROLLER NEEDED.

—McCay in the New York *American*.

The New York *Evening World* (Dem.) indulges in the following exclusive forecast of political events as reported by the Ouija board:

> "The question asked by the Ouija investigators was, 'What success will the Committee of Forty-eight third party have?'
>
> "Ouija replied:
>
> The new third party will win electoral votes in Wisconsin, Minnesota, North Dakota, and will carry scattering Congressional districts in other States.
>
> Mugwumpism in Republican ranks, as the result of dissatisfaction with the Republican nominee, will cut the normal Republican majority.
>
> Neither the Republican nor the Democratic party will hold a working majority in Congress or in the Electoral College.
>
> The election will be thrown into Congress.
>
> The third party will hold the balance of power.
>
> The result will be to force a coalition of reactionary Republicans and Democrats against the radical third-party nominee.
>
> Out of this tangle will arise two new parties, one conservative, one liberal.
>
> "So saith Ouija. The prediction is all that the most optimistic proponents of the third party could hope for.
>
> "It is only fair to say that in this instance both the Ouija operators were prospective members of the third party and the result may be explained as the result of suppress desire. Other Ouijas disagree.
>
> "Even so, the prophecy is not impossible of fulfilment. We present it as an interesting field for political speculation."



WALL STREET BUYS BOTH THE DEMOCRATIC AND REPUBLICAN PARTIES, AND THEN WHICHEVER PARTY WINS THE TRUSTS CAN'T LOSE.

—Ellis in *The New Majority* (Labor, Chicago).

One of the most insistent and enthusiastic advocates of a third party is William Randolph Hearst. In a call to independent voters, Mr. Hearst says that "the Republican party has no use for any Progressive except a dead Progressive," and "considers a dead Progressive an asset and a live Progressive a liability," while the Democratic party "offers no refuge for independent, upstanding Americans." "What, then, is left but a new party based on the old proved principles which have made our country great, our people free; an American party to devote itself primarily to the greatest good of our own American people?"

THE GREEK WAR ON TURKEY

THE NEW WAR IN THE NEAR EAST, between Greek troops and Turkish "outlaw" forces under Mustafa Kemal Pasha, the "Nationalist" leader, which began June 21, resulted in the capture of more than eight thousand Turkish prisoners and many guns during the first two days of the offensive, according to the dispatches. The Supreme Council, occupied with German indemnity problems, and possibly irritated by the Turkish Government's insistence that the Treaty be revised, listened to the plans of Premier Venizelos, of Greece, for a campaign to force the terms of the Treaty upon the Turks, whether they be adherents of the Sultan or the independent force of Mustafa Kemal Pasha. The Turkish Government protested, and made counter-proposals regarding the Treaty, but both went unheeded. Venizelos was given *carte blanche* in the matter of procedure, and the day after Allied approval had been given Greek armies struck their first blow. For several months a Greek Army of more than a hundred thousand had been stationed in Smyrna, an equal number in Thrace, and about fifty thousand elsewhere in Asia Minor, but the Allies had been reluctant to give Greece a free hand, says the Washington *Post*. The Sultan's Government virtually had submitted, but the Nationalist leader's outlaws are said to have added complications to the so-called Bolshevik-Turkish-Nationalist-German plot against the Mohammedan dominions of the British Empire. Thus "to dictate terms is one thing; to enforce them is quite another," remarks the Philadelphia *Inquirer*.

Ten days after the Greek offensive began the armies marching north from Smyrna and south from the Sea of Marmora united, and the opposing Turkish forces are reported to have been crusht. "The remainder were driven into the mountains, and Turkish opposition smashed," we are told by the Cleveland *Plain Dealer*, which regards Mustafa Kemal Pasha as "merely an impudent adventurer." King Alexander of Greece hurriedly left Paris to visit his troops at the front, and recent events, taken as a whole, lead American and foreign editors to believe that in Turkey at the present time are the ingredients of a real war. Especially in Paris is this the belief. Roumania and Serbia have assured Greece that they will not oppose Greek occupation of Thrace, declares Premier Venizelos, and, furthermore, if Bulgaria becomes obstreperous, these nations will deal with her, he adds. "We have taken the responsibility and do not intend yielding until Smyrna and Thrace have been released from the Turkish yoke," continues the Premier in a special dispatch to *The Sun and New York Herald*. "We are fighting for Greek rights and to show our appreciation of what the Allies have done for us in the past, but we are not puppets of Great Britain, as some newspapers have intimated."

Mr. Frank H. Simonds, writing in the New York *Tribune*, says the present Turkish disturbance "is the consequence of a quarrel growing out of conflicting colonial aspirations," similar to the one which in the eighteenth century divided France and Britain in America and in India. Continues Mr. Simonds:

> "To go back to the origin of the present dispute, one must travel all the tortuous by-paths of secret treaties from the moment when the world-war broke. Early in the struggle France and Great Britain agreed that Russia should have not only Constantinople, but also a broad strip of territory extending from Russian Armenia. Russia would thus not only command the Straits, which are the issue of the Black Sea, but would have immediate access to the Mediterranean.
>
> "By similar bargains France was assured possession of Syria, with a hinterland stretching back to the Euphrates and the Tigris and including both Mosul and Diarbekr, with the valuable oil- and mineral-lands adjacent. Britain was to have Mesopotamia, a protectorate over Palestine, and Russia and Britain had already divided Persia into spheres of interest. Italy when she entered the war was promised the Adalian coast west of the Gulf of Alexandretta, and Greece was from time to time promised Smyrna and its hinterland. But the collapse of Russia changed the situation.
>
> "The French view has produced a crisis. Turkish Nationalists are in arms and their forces dominate most of Asia Minor and are pushing up to the Asiatic shore of the Bosporus facing Constantinople, where the British are still masters. The French and Turks have agreed to an armistice north of the Gulf of Alexandretta, where there has been fighting. The Greeks have to expect a new attack back of Smyrna at any moment. The Italians are out of the situation. Thus the whole question comes squarely up to the British."

"The strategic aspect of the new war, however, is of less importance than its gloomy political implications," asserts the Springfield *Republican*, and the Lincoln (Neb.) *State Journal* assures us that "the first move of the Turks will be to wipe out the rest of the Armenians." Armenians are said to welcome Greek protection. According to the Providence *Bulletin:*

> "Armenians here believe that, next to our own soldiers, the Greek forces are most desirable to smash the Turks, as their leaders realize that the best and only policy to deal with the foe is an absolutely uncompromising one. They feel also that the Greek advance will relieve the pressure on their new state and give their countrymen the first real security enjoyed in many months. If the Greeks win, and win quickly, all fears as to more wars and revolutions in the Near East may vanish with victory. A long campaign—well, it is not pleasant to contemplate what might happen then. We Americans may be devoutly thankful that we have not been led into it."

Little sympathy is shown the Turks in their present predicament. "If we must have a campaign against the Turks, the world will be happier for making it aggressive and decisive," remarks the Pittsburg *Sun*, and the Dayton *News*, which is owned by Governor Cox, the Democratic Presidential nominee, advocates annihilation, and calls the Turks many harsh names. Says *The News:*

> "Turkey, as a country, needs no sympathies. This is as true in the case of the Sultan as it is with the Nationalist party leaders. Neither crowd can be depended upon to keep its promise. Annihilation alone appears to be the key to the situation. A few thousand men of this caliber less in the world would not seriously interfere with the progress of the human race. They combine to make of themselves a disturbing element, and so long as their passionate fondness for murder and brigandage continues unchecked, just so long must civilization continue to be menaced by this crowd of hoodlums and outlaws."

"Great are the responsibilities which Greece voluntarily has assumed," declares the Boston *Transcript*, but the Minneapolis *Tribune* assures us that "there is no statesman in Europe to-day who is so expert in playing his cards as Venizelos; he has virtually doubled the territory of Greece during his premiership." The Syracuse *Post-Standard* believes that "what Venizelos undoubtedly has in mind is the ultimate control of Constantinople by Greece." This program, or the belief that England will profit most from the Greek invasion, meets with disapproval in the French press. One "influential newspaper," quoted by the Philadelphia *North American*, declares that, "bound and gagged, Turkey is condemned under a capital sentence pronounced by three judges, of whom two, the Italian and the French, are inclined toward equitable indulgence, but the third, and English judge, is animated by commercial imperialism, which is but poorly concealed." The Chicago *Tribune* also takes exception to the manner in which "Greece is given the privilege of doing the fighting while the British and French hold her coat and hat and supply the brain-work." "Only the recalcitrant and purblind Senate is responsible for depriving American soldiers of the honor conferred upon the Greeks," caustically adds *The Tribune*, and we read on:

> "The Turks, finding that their empire now consists of a front door with the name Constantinople on the door-plate, and nothing but the door, with no place to go when they cross the threshold, are fighting to get back the dismembered fragments of Turkish domain in Asia Minor.
>
> "The Greeks expect, of course, to find some pickings for themselves and to get something out of it. We think that eventually they will get something handed to them by the Roumanians,

Serbians, and Bulgarians, in accordance with the historic Balkan tradition of combining against the dog which gets the bone.

"It makes an awkward situation. The Turks have no chance if they do not fight. The treaty-makers showed a rare exterminating genius. They took everything but the bill and the gizzard of Turkey. They made peace which is war, and they do not want to fight the war which is called peace."

The whole fight revolves about the control of the Dardanelles, we are reminded by the Des Moines *Register*. "And the Turks and Russians are agreed upon a Dardanelles policy, and back of it is a much broader understanding between the Soviets and the Moslem chiefs," points out this paper. Furthermore—

"Whether the Turkish Nationalists can be beaten, whether the British reliance on force as opposed to the French idea of conciliation (in this particular region) can be vindicated is a very great question. Fortified in the east by the Russian understanding, led by good soldiers and supplied sufficiently, the Turks of the Nationalist group are a powerful fighting body. They are in their own country, where sympathy is with them. Individually, they are the pick of the old Turkish Army. Asiatic troops can not be relied on to fight against them. On Greece rests the task.

"So far as the Greek attack is concerned, it is very simple. While the Turks are engaged at the north against the Dardanelles, the Greeks advancing from Smyrna have struck them in the flank. Some success has naturally fallen to the Greeks at the start. But tho naval help and ample munitions will be provided by Britain, it is recognized by cautious men that the Greeks are in risky business—so risky that if they fail, if Venizelos's dream of a vastly expanded Hellas fades, a revolution in favor of the exiled King is feared."

TOPICS IN BRIEF

A WET plank frequently is rather slippery.—*Indianapolis News.*

To profiteer is human, to catch them would be divine.—*Salt Lake Herald.*

ENGLAND seems to have no stand-Pat statesmen.—*Greenville (S. C.) Piedmont.*

JOSEPHUS DANIELS appears to be a hot-water sailor.—*Boston Shoe and Leather Reporter.*

WE are the posterity our forefathers worried about. Can you blame 'em?—*Detroit Journal.*

THE Republican platform recognizes the existence of oil-wells in Mexico.—*Nashville Tennessean.*

THE safest course is to believe everything each of the parties says about the other.—*Greenville (S. C.) Piedmont.*

A PRACTICAL politician's idea of a great moral victory is a plank that may mean anything.—*Columbus Ohio State Journal.*

THOSE who urge Johnson to run on a third ticket may be Progressives. And then again they may be Democrats.—*Muskegon Chronicle.*

ONE thing the third party would be sure of in advance, and that is its place in the race. It would be third all the way.—*Omaha Bee.*

THE fact that sugar has gone up another cent is perhaps because the drop we have been reading about was followed by a rebound.—*Philadelphia Evening Public Ledger.*

A FRENCH statistician demonstrates to his own satisfaction that the blond type will be extinct in 300 years. Since 1914, certainly, the blond races have been doing all they could toward self-extermination.—*Springfield Republican.*

THE hostess no longer asks how many lumps.—*Muskegon Chronicle.*

MEXICO'S greatest need is an evolutionary leader.—*Nashville Tennessean.*

REMEMBER the time when the telephone used to be a convenience?—*Minneapolis Journal.*

THE heart of the world may soon be broken if more of its soil isn't.—*Nashville Tennessean.*

THE census gives Philadelphia an increase in population, but doesn't explain it.—*Detroit News.*

LABOR continues to get a higher hire because it easily finds a higher hirer.—*Greenville (S. C.) Piedmont.*

THE most fashionable clothing cut announced for a long time seems to be the price cut.—*Manila Bulletin.*

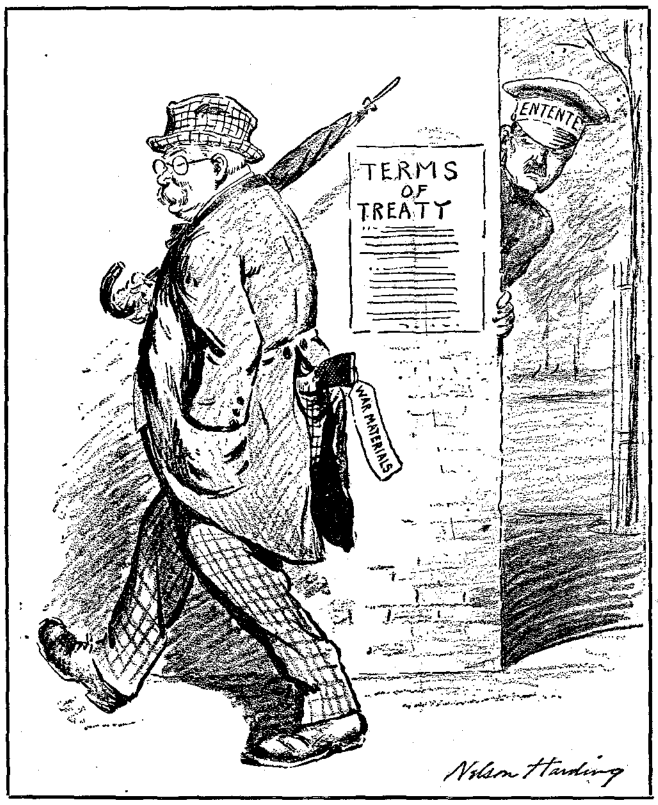
THE defeat of the author of the Volstead Act by a minister would be easier to understand if the minister were a Baptist.—*Detroit News.*

JUDGING from the progress made by his pursuers, if Grover Cleveland Bergdoll lives long enough he may be captured.—*Detroit Journal.*

THE charge that Senator Harding owns three shares of brewery stock would seem to entitle him to sympathy rather than censure.—*Pittsburg Gazette-Times.*

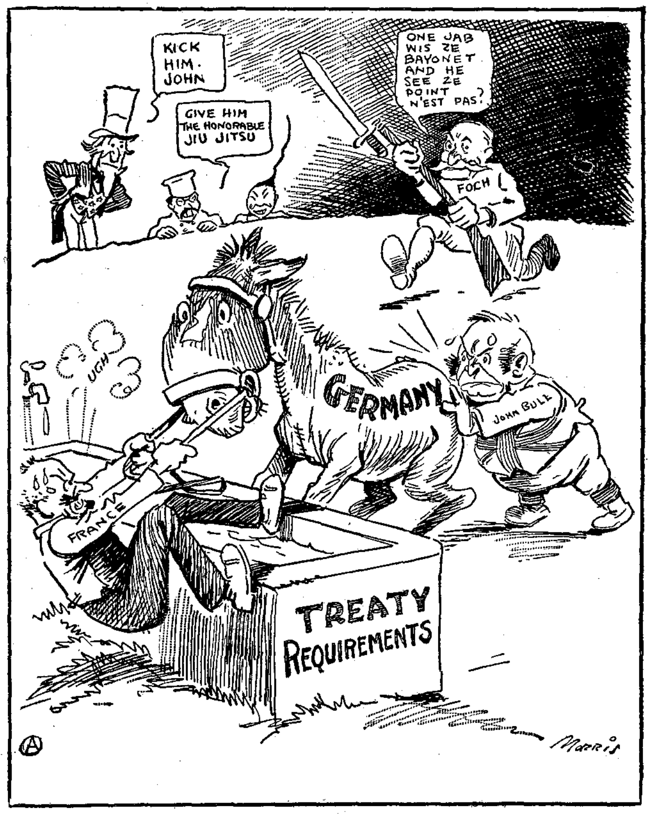
IT'S time for Americans in Mexico to get out in a hurry. The Mexican Government has assured them that they are as safe in that country as they would be in Chicago!—*St. Paul Dispatch.*

SPEAKING of the fun that is poked at women for wearing furs in summer, one of the fair sex calls attention to the fact that the original owners of the furs wore them the year around.—*Indianapolis Times.*



GERMANY, TOO, IS SUSPECTED OF HAVING SOMETHING ON THE HIP!

Harding in the Brooklyn *Eagle*.


KICK HIM. JOHN
GIVE HIM THE HONORABLE JIU JITSU
ONE JAB WIS ZE BAYONET AND HE SEE ZE POINT N'EST PAS?
FOCH
UGH
GERMANY
JOHN BULL
FRANCE
TREATY REQUIREMENTS
Morris

Protected by George Matthew Adams.

BUT CAN THEY MAKE HIM DRINK?

—Morris for the George Matthew Adams Service.

WHY PEACE CONFERENCES CONTINUE.

FOREIGN - COMMENT

BRITAIN TOO PRO-AMERICAN TO SUIT JAPAN

GRAVE DOUBTS about the wisdom of continuing the Anglo-Japanese Alliance are exprest in some sections of the Japanese press, where it is felt that the mainspring for its existence no longer exists. Changes wrought by the world-war in the balance of Powers and the prospective functioning of the League of Nations are given as reasons for surmises that the alliance has outlived the purpose which it served well. But more acrid criticism comes from those journals that charge Great Britain with having become too much influenced by America during the war and since. Then, too, Australia is accused of having become a political confidant of America because in California America has the same "white-man problem" as has Australia. Above all, resentment is exprest for a suspected interference on the part of America in the possible arrangements for the renewal of the pact. In sharp contrast to this insinuation is a statement of Marquis Okuma issued to the press in Japan in which he calls attention to the public interest the alliance has been eliciting in England, expresses himself in favor of its renewal, and says of America that—

"Because of the Monroe Doctrine, the United States may be unable actually to participate in the alliance to be concluded between Great Britain and Japan; but if such participation should be made possible or should be desired by the American people, America would surely be welcomed into the group so as to form a triple alliance and thus maintain the peace of the Orient with greater efficiency.

"Without the alliance, what about the future of India, and that of China, and that of Siberia? The fact is indisputable that for all the success the British Government has attained so far in the administration of India, there are many malcontents in that country. The fact should be particularly noted that the majority of the inhabitants of northern India are Mohammedans, who are as militaristic as they are religious. Since the fall of the Turkish Empire there has been increasing unrest among them. To make the situation worse, the Bolsheviki are now very active on the borders of both Turkestan and Afghanistan.

"At such a critical period as this nothing could have a worse influence on them than an impression that the Anglo-Japanese alliance is no more and that the Japanese would not interfere whatever might happen in India.

"The same theory may be applied to Japan as regards China and Siberia."

The Tokyo *Kokumin* recalls that when the first Anglo-Japanese Alliance was concluded it was published contrary to the international custom which had hitherto existed. It may be, therefore, that publicity will be given to the new terms if it is renewed, but this journal asserts:

"Other countries have no right to interfere in the negotiations for the renewal. Some Americans have urged that the Paris Conference should be opened to the public and that no secret diplomacy should be tolerated, but this is the twaddle of amateurs who know nothing about diplomacy. As a matter of fact, President Wilson and the diplomatic authorities of America are keeping all diplomatic affairs secret. Even the Anglo-French Alliance or the agreement between Great Britain, France, and America has been withheld from publicity, and this has caused considerable suspicion among the public. No secret treaty is permitted by the League of Nations Covenant, but it does not object to the observance of secrecy regarding negotiations under way."

Australia is seen as a confidant of America by the Osaka *Asahi*, which says that the tendency for Australia to rely on America, which is in a position similar to her own, for the realization of her "white-Australia" principle has become clearer of late, and it recites that—

"During the five years of war Japan faithfully observed her obligations under the Anglo-Japanese Alliance, and the Japanese Navy maintained single-handed the safety of communication between Australia and India and Europe, but this has not allayed the Australian misgivings regarding Japan. It may be assumed that the majority of Australians hope for an alliance, or at least some special agreement, between Great Britain and America rather than for the continuance of the Anglo-Japanese Alliance.

"On the other hand, the British Government has become pro-American since the prosperity of Germany became a menace to Great Britain, and that tendency has become more glaring of late. The pro-Americanism of the British Government manifested itself in the conclusion of a treaty of arbitration with America at the time the Anglo-Japanese Alliance had been renewed for the third time. Subsequently the British Government recognized the Monroe Doctrine of America."

It need scarcely be pointed out that during the war and at the Peace Conference, the *Asahi* goes on to say, the British authorities "based their diplomatic policy on pro-Americanism," and it proceeds:

"At a time when there is such a strong pro-American feeling in Great Britain, it is unthinkable that the British Government should arrange for the renewal of the Anglo-Japanese Alliance without taking American wishes into consideration. It also goes without saying that Japanese and American interests are not all identical. . . . . . .

"In these days an alliance between two countries can not be concluded without the understanding and sympathy of the peoples. It is impossible to make an alliance really effective unless there is community of sentiment and interest between the two peoples, but in many respects there is no such mutuality between Great Britain and Japan. The continuance of the Anglo-Japanese Alliance is not wrong, but an alliance only on paper will lead to a situation similar to Italy's position with regard to the Triple Alliance."

Similarly minded, too, is the Tokyo *Yorodzu*, which admits that the establishment of the League of Nations necessitates modification of the Anglo-Japanese Alliance, but it calls attention to the fact that—

"Some British observers say that the stipulations in the alliance which relate to the territorial integrity of China and other Oriental questions should be extensively revised. If such is the opinion of the British Government, how can the maintenance of peace in the Orient and India, which is the main purpose of the alliance, be insured? If the alliance is to be renewed, the renewal should be made in such a way that the document can serve the purpose of locally strengthening the validity of the League of Nations.

"If the British Government intends to reduce the scope of the alliance out of consideration for the sentiment of Australia and other colonies as well as of America, Great Britain should learn that it will be extremely difficult to renew the alliance. On the last occasion the document was renewed as the result of considerable concessions on Japan's part. What attitude will be assumed by the British Government this time? Japan's desire is to insure the peace of the Orient by renewing her alliance with Great Britain. If there is no hope of attaining that end, Japan had better leave everything to the League of Nations. Unless the British and the Japanese people heartily welcome the renewal of the alliance, the document will be merely an assurance on paper and will have no practical value. It is difficult for us to see how it can be advisable to maintain only the name of an alliance."

But the Tokyo *Yomiuri* points out that the fundamental object of the first alliance was to prepare against the southern advance of Russia, but that after the Russo-Japanese War a Russo-Japanese agreement was concluded with regard to South and North Manchuria and Inner and Outer Mongolia, while Great

Britain concluded an agreement regarding the borders of India, such as Tibet and Persia. It was no longer necessary, therefore, to place India and Korea on the same footing, which was the primary object of the second alliance, and the *Yomiuri* proceeds:

> "The only practical remaining value of the alliance lies in the promotion of common interests in China. Moreover, at the time of the conclusion of the third alliance the fundamental principle of excluding America from its stipulations was laid down. After the Russo-Japanese War, therefore, the Anglo-Japanese Alliance has long since lost the greater portion of its value without waiting for the collapse of Germany and Russia and the establishment of the League of Nations. If the value of the alliance is to be judged solely by its original functions in regard to Russia and by the consideration of the selfish interests of Japan and Great Britain, its necessity has long since disappeared, and there is no need to discuss the question as to whether it should be continued or not.
>
> "Japan and Great Britain, representing the Orient and the Occident, together with America, form the mainstays of the world's peace, and in considering the question of the renewal of their alliance Japan and Great Britain should not confine their attention to the situation in regard to Russia and to their selfish interests alone. They should have a higher object and should be prepared to endeavor to promote the peace and happiness of the world."

As a matter of fact, an opportunity of serving some such purpose was given to the Anglo-Japanese Alliance during the war, this daily goes on to say, as it reminds us that Russia's defeat by Japan in 1905 led to the destruction of the balance of power and increased the influence and ambitions of Germany. Taking advantage of the benefits afforded by her alliance with Japan, Great Britain concentrated in the North Sea the main forces of her fleets from Chinese and Indian waters and in the Pacific, yet this was not sufficient to curb the ambitions of the Kaiser, and the result was the European War. We read then:

> "Japan rose up in arms against Germany and rendered the Allies greater assistance than she was obliged to render by the Anglo-Japanese Alliance. While completely sweeping away German influence in the Orient, Japan made great efforts in the Pacific and the Mediterranean in the cause of the Allies. She took part in the Peace Conference, and, as one of the Five Great Powers, she has contributed, together with her ally, to the promotion of the world's peace and the welfare of humanity. She is in a position to continue to render similar services through the League of Nations. Does this not mean that the Anglo-Japanese Alliance has led the two countries beyond the purview originally prescribed for it? If the Japanese and the British are aware of the importance of that point, it will not be difficult for them to overcome dissatisfaction due to selfish considerations, and, as a matter of fact, even dissatisfied observers do not object to the fundamental principle underlying the renewal of the alliance provided that some remedial amendments are made."

The Tokyo *Maiyu* echoes the latter suggestion and avers that it is becoming daily more clear that President Wilson's League of Nations is too "quixotic" to be realized at once, and adds·

> "As a matter of fact, an alliance has been arranged between Great Britain, America, and France, and the idea that the League Covenant makes all international agreements unnecessary is no longer tenable. The only question regarding the renewal of the Anglo-Japanese Alliance is as to how it should be modified."

HUSTLING BULGARIA

BULGARIA'S FINANCIAL MISSION to the United States is taken as one more sign that this Balkan nation, which admits it "backed the wrong horse" in the world-war, is entitled to be called "the hustler" among the defeated countries. Obligatory labor under direction of the state has been shown previously in these pages to be one of Bulgaria's most radical reforms, but the idea that by such action Bulgaria was following in Soviet Russia's footsteps is demolished by the statement of Premier Stambouliski to the Sofia correspondent of the Paris *Temps*, in which he says:

> "Our Agrarian Government is not hostile to capital nor to the development of commerce and industry. On the contrary, it will employ every effort to attract private capital, both Bulgarian and foreign, to encourage old industries and create new ones, as well as to use the water-power of which Bulgaria has such ample store. Solidified economically and socially by measures already in operation and by reforms to be realized, the only wish of Bulgaria will be to win the confidence of the Great Powers of the Entente and to follow faithfully a policy of friendliness toward her neighbors on the basis of reciprocal concessions. In my letters to the prime ministers of our neighboring states I have emphasized this desire for friendliness and to-day more than ever I persist in this aim which is warmly supported by the Bulgarian people. Our people are tired of wars and can see a peaceful future in the Balkans only through harmony among the Balkan states."

Photograph from "Wide-World Photos."

BORIS OF BULGARIA,

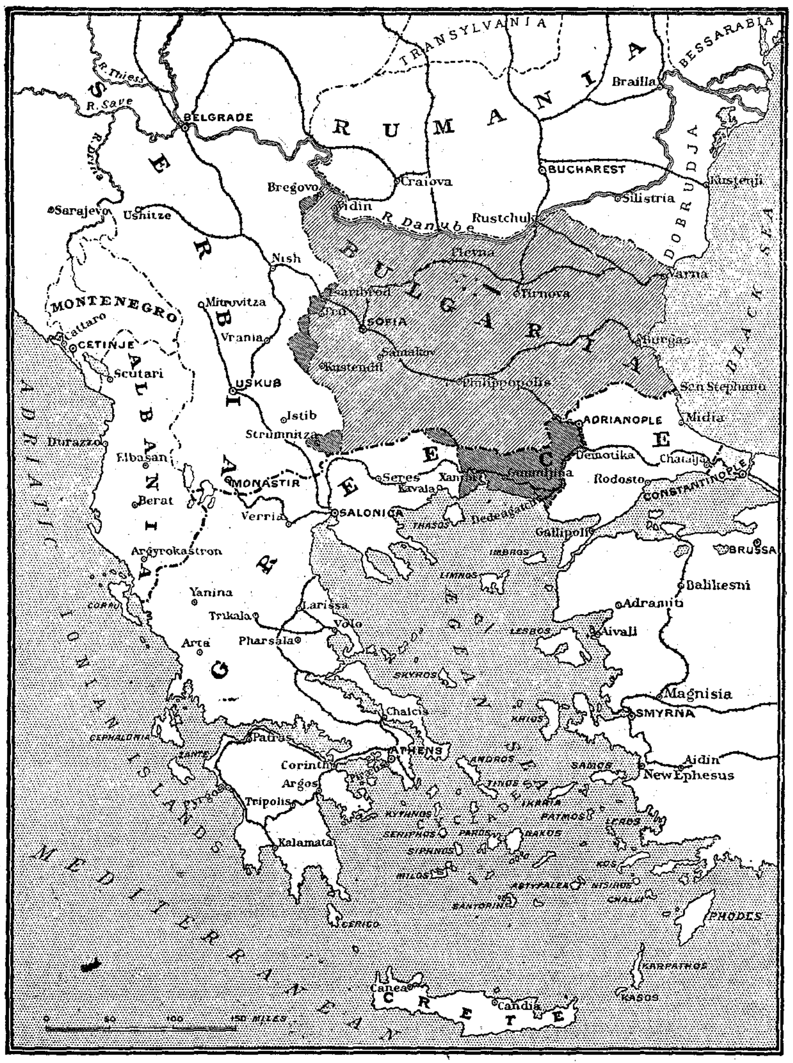
Europe's youngest reigning monarch, wants Bulgaria to regain the confidence of the Allies "by showing herself faithful to her promises, untiring in her work of reconstruction, and peaceful in her aims."

As to Serbia, Premier Stambouliski said that it is with Jugo-Slavia that Bulgaria has the most points of attachment through racial descent, language, habits of life, and political interests, and he added that as early as 1914 he advocated a policy of harmony with Serbia to the Bulgarian National Assembly, "where I went so far as to characterize myself as a Jugo-Slav." He predicted that the Bulgarian[illegible] will get along well with the Jugo-Slavs and is quoted further as saying:

> "The question of Thrace and the rumors current about it cause us much difficulty and keep our people in a state of nerves. We ceded Bulgarian Thrace to the Allied Powers and America, and we declared ourselves ready to lend our best economic aid to an autonomous Thrace, in whose affairs no Balkan state should have the right to interfere. It was to be understood only that an autonomous Thrace would assure us commercial access to the sea so that we might establish free communication with the Western Powers. We can not easily express our satisfaction with the impartial régime inaugurated by the French authorities in Thrace. Thanks to this régime quiet rules there and the population is entirely given over to work. On the other hand the substitution of a Greek occupation for the French authorities would excite general discontent. To what end would it serve thus to trouble quiet and peace established in this corner of the earth after so much endeavor? We are ready to support with all our power any international régime in Thrace and to lend our assistance to the Great Powers for the stabilization of this province because we are convinced that thus we shall accomplish our duty as men belonging to a peaceful and orderly state, which it is the aspiration of Bulgaria to be."

Premier Stambouliski's sovereign is King Boris, the youngest in Europe, and son of the ex-King, ignominously known among the Allies as the "perfidious Ferdinand." The King also is presented to us by the Sofia correspondent of the Paris *Temps*, who quotes him to this effect:

"As a conquered nation we had to go through many painful hours and endure certain inflexible commands, but the tact and unfailing urbanity with which the officers of your missions conducted their obligations are not forgotten. Bulgaria has every wish to show your great and noble country that she has abandoned the error of her ways. She wants to regain your confidence and your friendship by showing herself faithful to her promises, untiring in her work of reconstruction, and peaceful in her aims. If in your country they can see Bulgaria in this new day so as to help her in her regeneration we hope always that you will be able to see facts with your own eyes in order rightly to judge of events too frequently presented in a light that is not strictly that of the truth. In this manner we shall be able to take the place you proffer us at your side. We aspire toward a new era of greater justice and greater goodness. Profound principles have been raised to the surface and they will triumph."


TRANSYLVANIA
BESSARABIA
RUMANIA
Braila
R. Theiss
R. Save
BELGRADE
Bucharest
Craiova
Bregovo
Vidin
Silistria
Kustenji
DOBRUDJA
R. Danube
Rustchuk
Sarajevo
Ushitze
SERBIA
Nish
Plevna
Tirnova
Varna
BULGARIA
BLACK SEA
MONTENEGRO
Cattaro
CETINJE
Mitrovitza
Vrania
Tzaribrod
SOFIA
Samakov
Kustendil
Burgas
Scutari
USKUB
Philippopolis
San Stephano
Midia
ALBANIA
Istib
Strumnitza
ADRIANOPLE
Durazzo
Elbasan
Demotika
Chatalja
Xanthi
Gumuljina
Rodosto
CONSTANTINOPLE
MONASTIR
Seres
Kavala
Dedeagatch
Berat
Verria
SALONICA
THASOS
Gallipoli
Argyrokastron
IMBROS
BRUSSA
ADRIATIC
LIMNOS
Balikesni
CORFU
Yanina
Larissa
Adramit
Trikala
Volo
LESBOS
Aivali
Arta
Pharsala
GREECE
AEGEAN SEA
SKYROS
Magnisia
Chalcis
KHIOS
SMYRNA
CEPHALONIA
Patras
ZANTE
ATHENS
ANDROS
SAMOS
Aidin
New Ephesus
Corinth
Argos
TINOS
IKARIA
Pyrgos
Tripolis
KYTHNOS
PATMOS
LEROS
SERIPHOS
PAROS
NAXOS
Kalamata
SIPHNOS
KOS
MILOS
ASTYPALEA
NISIROS
SANTORINI
CHALKI
IONIAN ISLANDS
RHODES
CERIGO
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Canea
Candia
KASOS
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From the London "Sphere."

BULGARIA'S TERRITORIAL WAR-LOSS.

In the remaking of the map of the Balkan peninsula, Bulgaria loses the districts indicated by the darker tint. Those on the west go to Serbia and the larger district on the south to Greece. It is also stated that Thrace is to be Greek, so that a complete band of Greek territory will stretch from Epirus to Chatalja.

But in some Allied circles Bulgaria's quick repentance is received, if not with skepticism, at least with due scrutiny. Thus a writer in the London *Sphere* considers that in the recasting of the Balkans by the Allied Council of Foreign Ministers Bulgaria "suffers for her treachery" despite the fact that Bulgarian pamphleteers "emitted an extraordinary series of excuses combined with pleas for favorable treatment," and he adds:

"Considering the really grievous results which Bulgaria's entry into the war produced, it would seem that she has been leniently treated. Her principal territorial loss, upon which her apologists have been loud in lamentation, is the Xanthi-Gumuljina district on the Ægean, including the poor roadstead of Dedeagatch. The region is inhabited partly by Greeks, partly by 'Pomaks,' a Turkish race who are certainly likely to be as happy under Greek as under Bulgar rule.

"Of a different character are the small cessions of territory on the west. These are all to Serbia, and are strategic in their nature. The transfer of the Strumnitza and Tzaribrod districts removes the direct military danger to which the Nish-Uskub-Saloniki railway was always exposed at the hands of a hostile Bulgaria. The general result is that Bulgaria is reduced nearly to the condition in which she was in 1912. Comparing the present area of the state with what it was in that year, we find it to be practically unchanged. Bulgaria has lost a strip of the Dobrudja ceded to Roumania in 1913, and the small districts on the west. She retains a part of her gains from Turkey in 1913. The latest losses are indicated on the map. Bulgaria's (or King Ferdinand's) ambitious hopes of reproducing in the twentieth century the large empires of conquest of Czar Simeon in the tenth or of Ivan Azan in the thirteenth have been frustrated, probably forever.

"The map shows also the effects of the reconstruction upon the Hellenic nation, due mainly to the patriotic energy of Mr. Venizelos, which dragged Greece back from the disastrous path into which she was being forced by King Constantine and his German entourage."

ANOTHER SOVIET CONFESSION

CONFESSIONS OF SOVIET FAILURE in experimental government are becoming so numerous, some remark, that the irreverent will be inclined to epitomize the history of Soviet Russia with the famous colloquial line: "It was a fine idea, but it wouldn't work." The latest and most impressive admission, according to these critics, appears in a Kief publication, *Trudovaya Nedelia* (The Labor Week), and is reproduced in this country by the official organ of the Lenine Government, *Soviet Russia.* The city workers, according to a statement made late in April, were suffering hunger and cold, despite the fact that "there is plenty of bread and fuel in our vast and rich land," and also "an inexhaustible supply of labor-power." Under the *bourgeois* system, it is recalled, the work was organized by capitalists and employers and directors who had command of the means of production and engaged labor "out of which they squeezed their profits and converted it into their property." Driven by hunger and the habit inherited from their fathers, the workers yielded their power to the capitalists and toiled in the factories and workshops. Thus production "went merrily on," but now the factories and workshops are the property of the laboring masses, it is noted, and while the labor power and the raw material are there, there is still required a new organization of work "on new comradely, socialistic foundations." We read then—

"First the imperialistic war, then the civil war, have exhausted and dislocated the country and her economic life. Our economic life can be restored only by means of a common concerted effort. Entire Russia must be transformed into one huge factory, where every citizen, man and woman, must be a producer and where the whole working population is master.

"We must start with the fundamentals—with the grain and fuel.

"The factories must be supplied with wood and coal. The industrial and railroad workers must no longer suffer hunger. Then our industries will come back to life, and the peasants will receive the indispensable products—fabrics and nails, salt and agricultural implements.

"We must start with the foundation—with the production of rye and fuel.

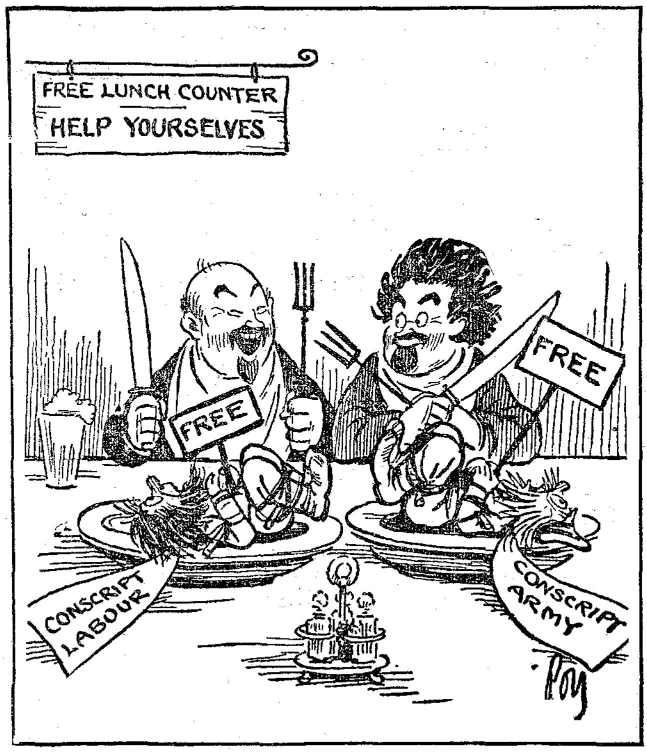
“For this task all must be inducted into service—workers and peasants—women as well as men—the ‘Red’ soldiers freed from the business of war, and finally all those who had led an idle life under the *bourgeois* system and have not yet grown accustomed to productive work under the Soviet system.”

Soviet Russia is the “property of the producers,” it is asserted, and “every worker belongs to Soviet Russia.” The Socialist state must care for all its workers, and this becomes possible only when every worker cares for the state as a whole. The villages must work not only for themselves but also for the cities, and the cities in their turn must work for the villages, while the railroad workers must link the cities with the villages and facilitate the exchange of products. It is further pointed out that—

> “The old capitalistic egoistic rule, ‘everybody for himself,’ is now inapplicable. The country can be saved from cold, starvation, and epidemics only through the utmost, uninterrupted, and truly heroic work of all its citizens.
>
> “This is the universal labor duty. Every one is in duty bound to give his knowledge, his power, and, if need be, his life for the great entity which we call Socialist Russia.
>
> “The old organization of work on the basis of capitalism has been destroyed forever. The new Socialist organization is now being erected.
>
> “We must all become conscious, unselfish master-builders of the socialist industrial life. This alone makes it possible to find a way out of the difficulty; only therein lies salvation; and this alone will enable us to attain the commonwealth.”

A highly official definition of labor under the Communist state is given in this same Kief publication by no less a personage than Lenine himself, who writes:

> “Communist labor, in the strictest sense of the word, is the voluntary labor of future society, performed without pay, not as a definite duty, not in order to obtain the right to a share of production, and not according to rigid rules. It is labor performed freely, bound by no rule, without regard to compensation, and not with an eye to any reward. It is labor performed as a habit, for the common good, and with the realization of its necessity (which will also become a habit), in order to provide for the needs of society.
>
> “It is clear to every one that we, and this means our society, must advance very far indeed before labor of this kind can be realized in our social order. But the fact that this question has come up, and that it is being raised by the whole front ranks of the proletariat (by the Communists and the labor-unions), and by the state itself, signifies a great step forward.
>
> “To succeed in great things, we must begin with little things. And even after the ‘great’ thing—the overthrow of the state, whereby capitalism is destroyed and power is transferred to the proletariat—the formation of industrial life on a new basis must start with the little things. Communist Saturdays, industrial armies, compulsory labor—these are various forms of the practical working out of Socialist labor.”

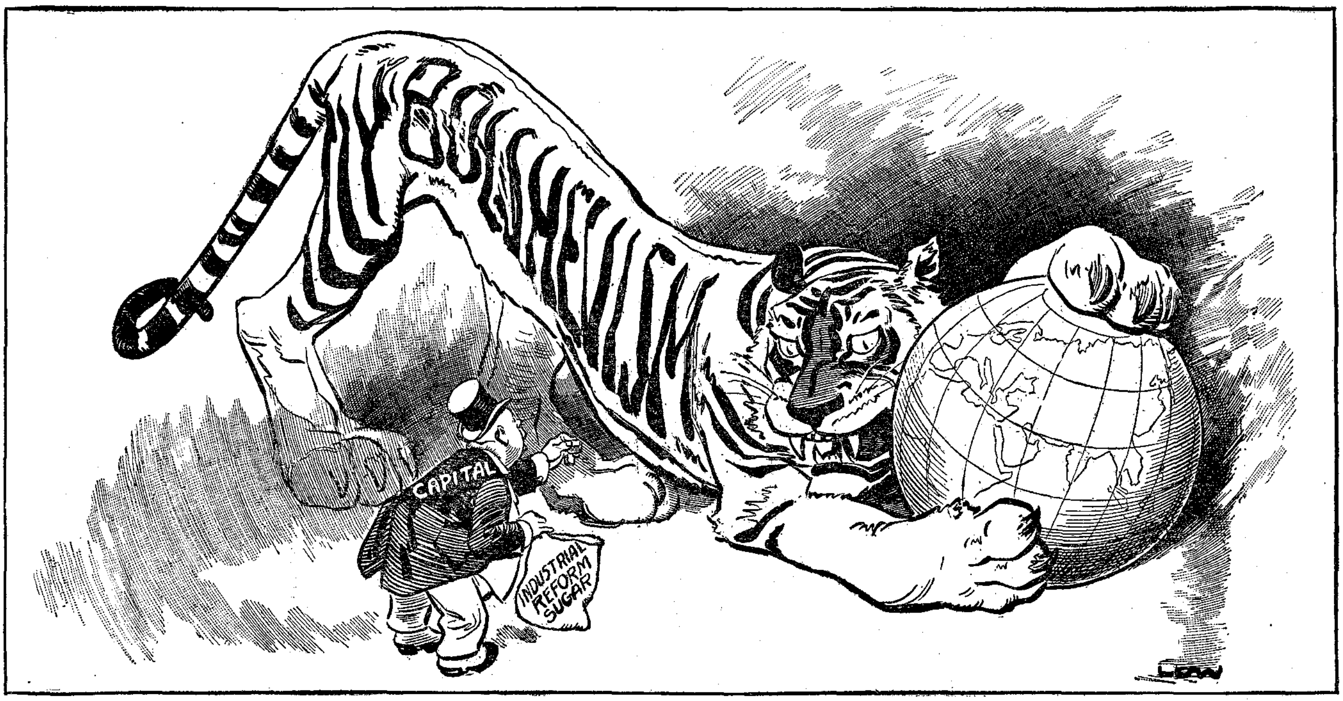


SOVIET FREEDOM.

LENINE—“Ah! my dear Trotzky, where else could you find such freedom?” —*Evening News* (London).

Many things are lacking for the realization of such an end, the Russian leader admits, as he says that those who “act with scorn or malice” can be no help to Soviet Russia any more than are the defenders of capitalism. He proceeds:

> “Shortcomings, mistakes, and failures are inevitable. Whoever shrinks before the difficulties of this task and allows himself to be frightened, in doubt and confusion—he is no Socialist.
>
> “To build up a new labor discipline, to create new forms of social relations, to find new methods of drawing people to work—this is a task of many generations. It is the supreme task.
>
> “Our good fortune was that we were still able to raise ourselves up from the ground after overthrowing the *bourgeoisie*

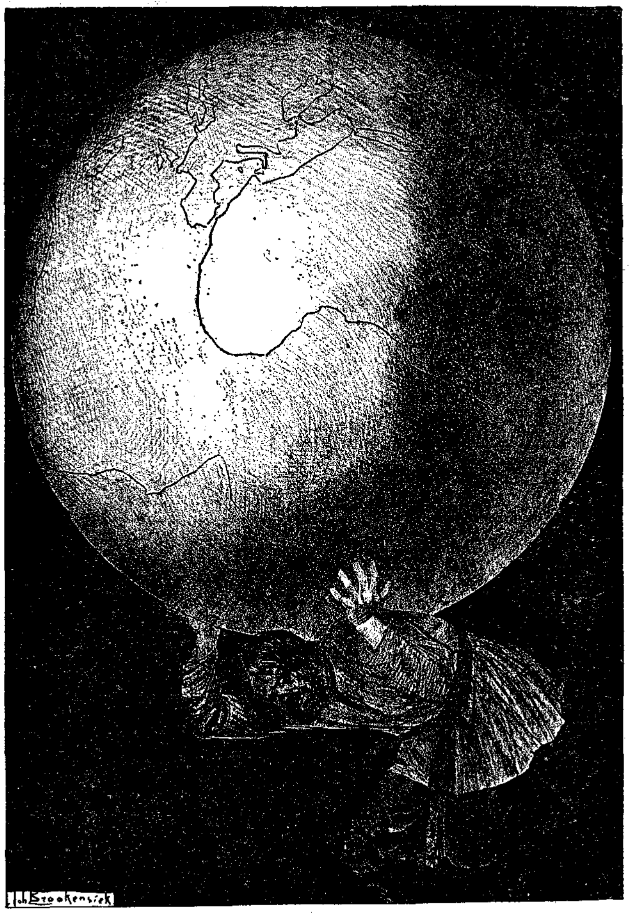


“PUSS! PUSS!” —*The Bulletin* (Sydney, Australia).

and suppressing its opposition, for that has made our work possible.

"And we shall undertake this task with all our energy. Persistence, perseverance, readiness, determination, and the ability to make a hundred attempts, a hundred improvements, and to reach the goal at any price—the proletariat developed these qualities ten, fifteen, or twenty years before the October revolution, and for two long years after the revolution, while it suffered poverty, hunger, and deprivation. And these qualities are a guaranty that the proletariat will conquer."

Mr. Lenine admits that the problem of Communist labor is the "most difficult problem of Socialist construction" and points out that it must be clearly understood the problem "could not be considered from a practical standpoint" until after the expropriation of the landholders and capitalists, after the conquest of state power by the proletariat, and after successful resistance to the opposition of the counter-revolutionists and the profiteers of the *bourgeois* war. He continues:



BOLSHEVIK DREAD.

ATLAS-BOLSHEVIK—"If I can't keep it up it will flatten me."

—*De Amsterdammer* (Amsterdam).

"In the early part of 1918 it seemed as if this time had come, and it actually did come after the campaign of German imperialism against Russia in February, 1918. But it lasted such a short while, and a new and much stronger wave of counter-revolutionary opposition and attack came so swiftly upon us, that it left no chance for the Soviet power to devote itself with any real attention and energy to the question of reconstruction. Now we have two years of unheard-of and insuperable difficulties, poverty and want behind us, and in spite of everything the 'Red' Army has won unprecedented victories over the forces of international capitalist reaction.

"The outlook at present [April] seems to confirm our hopes for a much more stable and lasting peace—(that is, if the French capitalists do not succeed in getting Poland into a war).

"During these two years we have gained some knowledge of the foundation of Socialism. This immediately brings up the question of Communist labor—or, more correctly, Socialist labor—for now it is a question of the earliest and most difficult rather than the most advanced step in the development of the new social order growing out of capitalism."

ANTI-JAPANISM IN CALIFORNIA

MANY AMERICANS have visited Japan lately with the object of promoting Japanese-American friendship, some of them distinguished figures in America's financial world, but Japanese newspapers point out that for all this there is no sign of abatement in anti-Japanese sentiment in California, where it is "daily growing more fierce." The Anti-Asiatic League in that State has already obtained fifty-five thousand signatures for a referendum in November, according to which the only Japanese who can own or lease land there will be those born in America, remarks the Osaka *Mainichi*, which adds that most of the American-born Japanese are children and the number of those who can be independent must be very small. It follows, therefore, that—

"If the anti-Japanese proposal is carried out, all the Japanese in California will be reduced to the state of coolies without being able to engage in agricultural pursuits for which they are innately qualified. According to statistics of three years ago, the value of agricultural produce turned out by the Japanese amounted to $42,000,000 a year, and it is estimated that the output had increased to about $100,000,000 last year on account of the increase in output and the rise in the price of produce. It need not be pointed out what a large contribution the Japanese in California are making to the promotion of agriculture in that State and to the furtherance of the welfare of its people. The Japanese are not a people to be content with being coolies or hirelings, they have particularly apt brains for agricultural management; and this is why Japanese agriculture in California is so successful. Now it is proposed to forbid the Japanese to use their brains and to deprive them of the benefits accruing from aptitude for agriculture. Can anything more unjust and inhumane be found anywhere else in the world?"

Will the Japanese tolerate this, asks the *Mainichi*, "simply because of the pleas made for the promotion of Japanese-American friendship?" Both Japanese and Americans are aware that the Japanese Government has most scrupulously observed the "gentlemen's agreement" about emigration, and the Japanese Government has even prohibited the emigration of "picture brides," and the *Mainichi* proceeds—

"Tens of thousands of Japanese now in that State will gradually decrease either by death or through return to the mother country. Perhaps only the American-born Japanese will remain, but they are American citizens. The result of the anti-Japanese proposal will, therefore, be unreasonably to harass the Japanese whose days are numbered and who have made a great contribution to the development of California. Not only is this an unbearable persecution of the Japanese subjects, but it is a crime which should not be tolerated in the name of humanity."

But there is none of this panicky tone in the Tokyo *Chuwo*, which considers the anti-Japanese movement in America "too commonplace to attract serious attention in that country" and is convinced that "intelligent Americans are not pleased with it." Ten years ago the anti-Japanese movement could have been "exploited with advantage for election purposes," we are told, but at present no Japanese immigrants are entering America, and the *Chuwo* points out that—

"Anti-Japanism in California is a question for settlement among the Americans themselves rather than for settlement between Japan and America; it is a question of American morality in the eyes of the world. The Japanese immigrants reside and work in America; they are exerting themselves in the interest of America. If the renewed anti-Japanese movement in California is only intended for the election campaign, there will be no need to take serious notice of it, but if the movement takes on a concrete aspect, American citizens ought not to remain silent and allow the agitators to do as they like. Justice and humanity are the much-vaunted motto of American statesmen; they had the courage to liberate negroes and to attack Russia for maltreating the Jews. If the anti-Japanese movement in California is carried on in real earnest, it will be very dishonorable to America. We have no doubt that the Americans themselves will take steps to settle the trouble."

SCIENCE - AND - INVENTION

SCIENCE AS A CURSE TO MANKIND

THE EVIL INFLUENCE of science on the world is the thesis of Stephen Coleridge, who has just published in England a work entitled "The Idolatry of Science." According to A. S. Russell, from whose review in *Discovery* (London) we quote below, Mr. Coleridge feels that it is high time for some responsible person or body of men to protest against the blind worship that science now receives everywhere. By science, he tells his readers, he means something which is "entirely distinct from, and opposite to, poetry, letters, oratory, history, and philosophy; something that has no relation to, or connection with, the emotions, or with the character of man; something wholly unconnected with conduct; something with which the principles of right and wrong have no concern." As scientists he singles out men like Darwin, Newton, Lord Merchiston (the inventor of logarithms), Lord Lister, and Dr. Flexner. These people and others, and their views, are discust at length. Says the reviewer:

"It is well that Mr. Coleridge is an open and courageous enemy of science. He does not tolerate it, wishing in his heart that it had never existed. He does not content himself by damning the thing with faint or with patronizing praise. He hates it. He sees in it the remorseless enemy of mankind, a something which destroys simplicity, beauty, and gentleness, something which restores barbarism under the mask of civilization. He wishes it had never come into being. His attitude at times is rather like that of Arnold of Rugby. 'Rather than have physical science the principal thing in my son's mind,' wrote he to a friend, 'I would gladly have him think that the sun went round the earth and that the stars were so many spangles set in the bright blue firmament.' And Hegel, too, adopted this position. In attacking Newton's theory of the movement of planets according to universal gravitation, that philosopher said that the planets were not pulled this way or that way like so many stones, but that they move of themselves in their orbits like the blessed gods! But Mr. Coleridge goes further than Arnold and Hegel—further, too, than the poets of two hundred years ago, who poked fun at science as it then existed. He has no use for science at all. He longs for the good old days before Messrs. Watt and Stephenson (as he calls them) got busy on the steam-engine, before factories polluted our air, before telephones took away the last vestige of our privacy, and before those infernal doctors began inoculating their patients and experimenting with animals."

Mr. Coleridge is quoted by the reviewer as asking:

"How am I advantaged as a man, and as one who loves his country, by getting to Edinburgh from London in eight hours, having seen nothing; instead of getting there in three or four days, and seeing all the loveliness of the countryside, the peasants happily working in the fields, the sweet, unconscious beauty of the villages, the parks and comely mansions with their stately gates on the old highroad, the venerable churches with their ivy-covered rectories hard by, the quaint red-brick almshouses, founded ages ago by pious benefactors, with their placid old inmates sitting out in the sun, all eloquent of the blessed repose of the quiet life?"

To which Mr. Russell rejoins:

"Hear, hear! we say to this. It is all very delightful, and so far we agree with every word he says. It calls to mind Mr. Chesterton's medieval peasant, or *Tom Pinch's* ride to London in 'Martin Chuzzlewit,' or Goldsmith's 'Sweet Auburn, loveliest village of the plain.' Yet the remedy for avoiding the rush to Edinburgh is so simple that it must have occurred to Mr. Coleridge. Go by motor-car. And here, I confess, I am wrong. Mr. Coleridge is not against everything scientific. He excepts the bicycle and the motor-car. They are all right, but who on earth wants to know about conics and chemistry, or about wireless and medicine? The folk in the good old days got on without them: why can not we? Is it any use telling immortal souls that centrobaric dispositions are kinetically symmetrical? Are we really any the better for rushing about in tubes, or being shot up in elevators, or making cotton pants by machinery? The author thinks not, and he is entitled to his opinions. Of course, there is no harm in knowing something about astronomy or how to build bridges and bore tunnels, and how the common suction-pump works, and how many blue beans make five. This, however, is not wisdom. Why put on airs because we know these things? Any one who is awake and not mentally deficient can acquire these facts in a few hours. But wisdom—ah! wisdom is a plant of slower growth.

"Mr. Coleridge is most interesting and most amusing when he is attacking. Now, we all love an attack. It doesn't matter specially what it is that is being attacked, so long as it is an attack, and we are the spectators. How annoying it is to find that the street fight has concluded just a few moments before our arrival! Mr. Coleridge's special 'stunt' is to poke fun at the apparent weaknesses of men of science. The editor of a scientific journal prints two absolutely contradictory statements on opposite pages of his magazine, and Mr. Coleridge does not let us forget it; a meteorologist says, in an unguarded moment, that 'the sun itself does not give out heat,' and we are treated to a humorous commentary thereon; a chemist describes the preparation of ortho-cyano-benzyl-hexamethylene-tetraminium chlorid, and Mr. Coleridge administers to him a dialectic uppercut for not spelling it more shortly.

"He thinks, too, that scientists are arrogant. Boyle, Cavendish, Russel Wallace, Faraday, Clerk Maxwell, Silvanus Thompson arrogant! Yes.

"'They are all illustrious and world famous; they pelt each other with degrees and diplomas; the whole country rings with their mutual hosannas, and the fountains of honor play upon them like a fire-engine on a conflagration.'

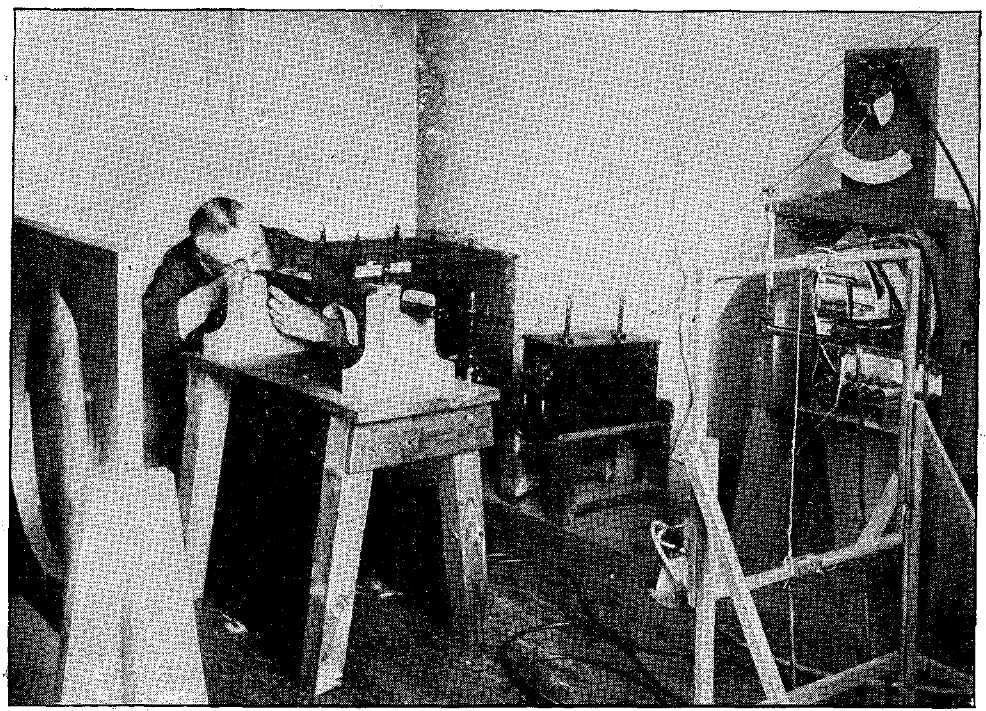
"He considers that the title of 'professor,' except when assumed by conjurers, jugglers, and tumblers, stamps a man as narrow, prejudical, inaccurate, ignorant, and dangerous.

"It is a little difficult at times to know whether Mr. Coleridge is serious or not. One would almost imagine from the way he writes that he disapproves of inoculation and of vivisection. We like especially his amusing mock picture of typhoid germs. It is so good that we are sorry that he has not prepared more illustrations for us. . . . . . .

"It is a pity that Mr. Coleridge allows his views to run away with him at times. With many Englishmen a specialist training leads to what seems to us a narrow view. One man sees the cause of war and misery in 'the lawyers,' another in 'the politicians,' a third in 'the clericals,' a fourth in 'the international Jew financier.' Mr. Coleridge thinks it is science. But these are all bogy-men. With his main point that the teaching of science without an accompanying training in other subjects, in character and, above all, in religion, is dangerous, we agree. But what sensible man or woman would deny this? Yet humor, whether conscious or unconscious, is so rare these days that we welcome it wherever we see it."

SOAP FROM CLAY—Quite recently, says *Discovery* (London), an account has been given of a new way of making soap. It continues:

"Clay in the 'colloidal form,' when suitably prepared, may be satisfactorily substituted for a large proportion (up to about fifty per cent.) of the fatty acids in soap. Matter may roughly be said to be in the 'colloidal form' when it is in an extremely fine state of subdivision. As clay is cheap and soap relatively dear, the substitution of clay in this form for the fatty acids produces a notable reduction in cost. The clay is a real substitute for soap, and not an adulterant. Hot solutions of colloidal-clay soap form jellies on cooling and thus this soap not only resembles ordinary soap in appearance, but in cleansing properties it is said to be even better than pure soap. Developments of this interesting discovery will be awaited with interest."



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"FIRE!"

PAPER SHOES

IT'S RATHER HARD to believe, says Ralph Howard in *The Scientific American* (New York), that half of us are wearing shoes made partly of paper, but such is the fact. He continues:

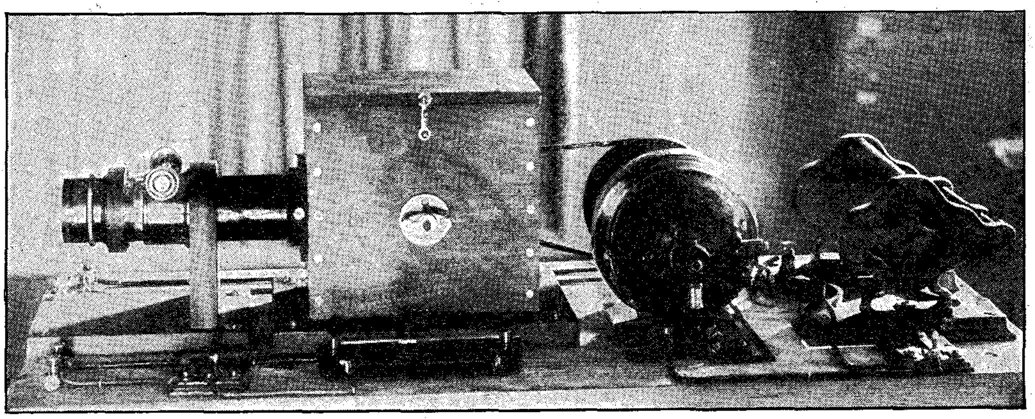
"Authorities agree that fully half of the shoes being manufactured contain a percentage of paper. This is not only true of the cheap shoes, but of so-called 'high-grade' lines, selling from $10 a pair upward. The use of paper reduces the wearing qualities of the shoes, but it is probable that all-leather shoes made at the same cost would not wear as well. The saving effected by using paper permits the use of better leather in the parts most exposed to wear. Prest paper is often used for the upper layers of the heel, and shellacked fiber is used for box toes and 'counters.' Another method of saving is to split the leather inner sole into two, and line them with heavy canvas. Thus two inner soles are made from the leather ordinarily used for one, at only a slight increase in price over one piece. A shoe so constructed is likely not to 'hold its shape' well, especially in wet weather, altho, if a good quality of leather is used in the sole and uppers, it may give good wear. Makers of all-leather shoes maintain, however, that it is good economy to pay a couple of dollars more for shoes in which no paper is used. The substitution of paper for leather is so well done, however, that it is impossible to tell from ordinary observation whether paper is used in the shoe or not. Even experienced shoe-buyers find it difficult to tell and usually rely on the statement of the manufacturer. One shoe-buyer for a chain of large stores has originated the practise of tearing up one shoe of each case lot he buys to see just what material is used. If he finds any paper in the sample selected at random, the whole shipment is returned. These stores pride themselves on the fact that they sell 'all-leather' shoes. A simple test is usually effective in determining whether or not a shoe is all leather. If paper is used, it is usually in the upper sections of the heel. If the point of a pocket knife is prest on this part of the shoe, with the width of the blade parallel with the layers, it will readily sink in if the heel is of paper, but leather will resist quite heavy pressure from the knife. If paper is found here, it is good evidence that it has been used elsewhere in the shoe. Another test is to bend the counter inward. If it is of leather, it will at once spring back into shape, but if paper or fiber is used the counter will remain bent. A similar test can be applied to the toe of the shoe. If the box is prest in, it is so resilient that it will spring back if of leather, but will remain permanently dented if made of paper."

SNAP-SHOTTING BULLETS

TWO CONDITIONS are indispensable in the time-photography of movements so rapid as those of gun-projectiles. The first is the necessity of extremely brief exposures and the second high frequency of exposure. The only practical method to secure this end, we read in *Recherches et Inventions* (Paris), is that based on the use of the electric spark as the source of light. This method requires that the spark be thrown on a concave mirror at a point situated on the principal axis in such a way that the light rays, after reflection, converge upon the objective of the photographic apparatus. Thus, the whole surface of the mirror is illuminated by the spark, and the projectile, whose trajectory traverses the luminous ground, is there disclosed in silhouette. In order to make a time photograph of this phenomenon, it is sufficient to produce a series of sparks which follow at regular and very short intervals and to displace rapidly the sensitive surface on which the photographs are being made in order to dissociate successive pictures. By way of description of the apparatus we read:

"The photographic apparatus consists of a wooden box, hermetically sealed, which contains the objective on its anterior surface. Inside the box a cylinder turning on a horizontal axis presents all points of its circumference to the field of the objective."

"A kinetographic film of a length equal to the circumference of the cylinder, one meter, surrounds the latter in the fashion of a ring. This cylinder is turned so that the speed of the film is fifty meters per second, which permits the release in this lapse of time of five thousand pictures of one centimeter in width or ten thousand of five millimeters. If one is satisfied



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THE CAMERA.

with even narrower pictures an even greater proportion of reproduction may be obtained.

"In order to permit operation in daylight, the apparatus is provided with an obturator, or instantaneous shutter, placed between the objective and the film. The opening and closing of this obturator are directly connected through the means of electric circuits at the beginning and at the end of the phenomenon under way so that the period during which the obturator remains open scarcely exceeds the duration of the phenomenon. As this is always very small and as, moreover, the sensitive surface changes rapidly, the daylight has not time to make itself appreciably felt on the film."

We are further informed that the electrodes between which the sparks flash are directed at a parabolic mirror of silvered glass of about forty centimeters in diameter. This mirror reflects the light emitted by the sparks in a group of parallel rays on a plano-convex lens of the same diameter as the mirror and situated at about three meters away. This lens then makes the group of rays converge on the objective of the camera. The trajectory that the projectile follows is arranged to pass at an equal distance between the mirror and the lens. We read:

"The advantage of this arrangement is that it permits separation of the gun and the trajectory of the projectile from the apparatus so that there is no danger of breakage through detonation and also nothing is lost of the photographic area. This would not be the case if the projectile traversed a luminous cone converging from the moment it left the mirror. Any irregularities, moreover, are reduced by the addition of lenses.

"In order to produce the greatest number of sparks per second we have made use of an apparatus as simple as ingenious, which we owe to Mr. Abraham, professor of the École Normale Supérieure, and prepared by him for his classes."

AMERICAN ARTIFICIAL SILK

ARTIFICIAL SILK is not imitation silk, but a real silk produced by chemical solution of woody fiber, instead of by physiological solution in the organs of the silkworm. We are told by a contributor to *The Chemical Age* (New York) that this country is about to enter actively into the manufacture of this product, once made solely in Europe. The Du Ponts, one of our largest concerns for the production of nitrocellulose products, have just formed an alliance with a French firm for this purpose, and, in addition, the Tubize Company, a Belgian concern, is about to enter the field of American manufacture. Even at present some five thousand persons, we are told, are engaged in making artificial silk in the United States. The product is rarely mixed with natural silk, as it has greater luster, but is used to the exclusion of the ordinary article in the manufacture of certain classes of goods. The cost of production is about half that of natural silk. Whether the cost of the finished article is also cut in two we are not informed. To quote and summarize further:

"While not a substitute for the silk fiber in the sense that it displaces the natural product, the artificial fiber of cellulose base possesses properties that make it an admirable supplement. The increasing demands and resulting high prices of natural silk fiber and fabrics naturally encourage the growth of the artificial filament industry.

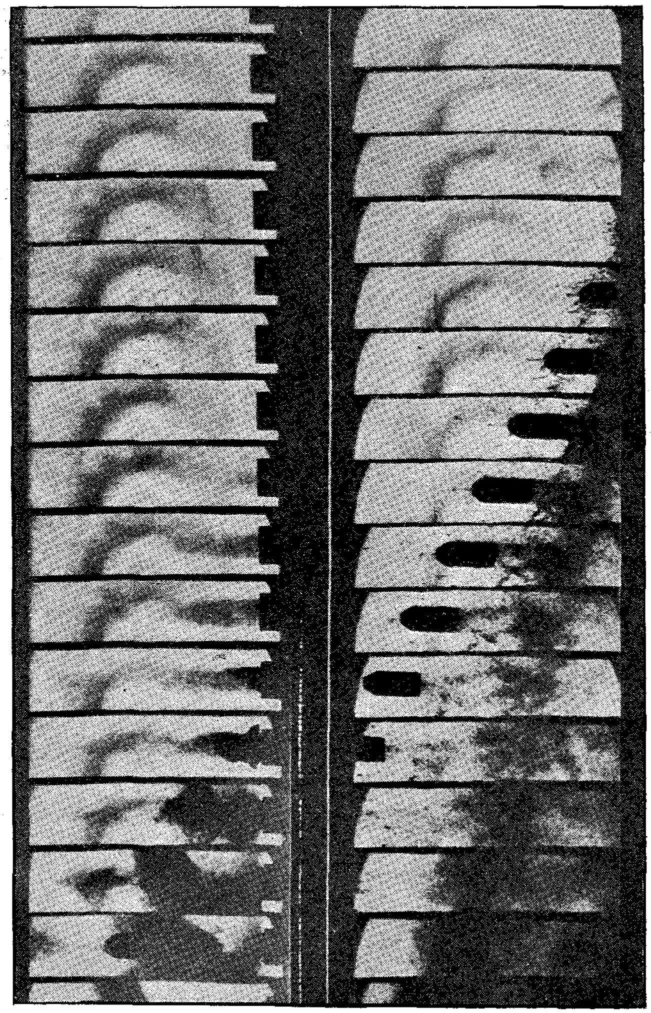
"The artificial silk industry had its inception in the experiments of Count de Chardonnet, who in 1884 produced the first successful fiber, and in 1889, the industry, based on patents granted to him, exhibited its product at the Paris Exposition.

"Briefly, there are three general varieties of artificial silk based upon the method employed to reduce the cellulose to solution and of precipitating the filament formed by forcing the gelatinous mass through orifices: (1) cellulose-nitrate silk made by the Chardonnet process and modifications thereof; (2) cuproammonium silk, so called from the cellulose solvent used; and (3) viscose silk.

"While raw or waste cotton is the customary raw material of the Chardonnet and cuproammonium processes, viscose silk is based upon wood cellulose, chiefly of spruce origin. As a matter of fact, cellulose of suitable purification and of whatever origin may be an acceptable raw material as the art of artificial silk manufacture is practised to-day.

"Viscose silk, discovered by Cross, Bevan, and Beadle in England in 1892, is the result of treating purified cellulose, suitably reduced by the action of caustic soda, with carbon disulfid. This unique product, called 'viscose' on account of its exceptional viscosity, not only is distinctively English in its origin, but in the commercial development of the industry based upon it.

"It was about eight years after the discovery of the viscose solution before attempts were finally made to apply it in a commercial way to the manufacture of threads and filaments. In 1900 experimental plants were established in England, France, and Germany to perfect and carry out the process along commercial lines. England was the first country to succeed in this in the largest way.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PHOTOGRAPH OF THE BULLET.

"In the United States a large amount of experimental work was done, but it was not until 1910 and 1911 that a plant was erected in this country solely for the production of this material, altho over $1,500,000 had been spent up to that time to make this possible.

"Courtaulds, Ltd., with head manufacturing plant at Coventry, England, is inseparably connected with the successful development of the artificial-silk industry as we know it to-day in England and America. The Viscose Company, with manufacturing plants at Marcus Hook, Pa., and Roanoke, Va., employing respectively about 3,500 and 1,500 hands under industrially ideal conditions of employment, are the American branches of the English house.

"It is claimed that viscose silk possesses many advantages over the artificial silks made by the nitro or copper processes; that its coloring power and luster are greater owing to the curious shape of the cross-section of the filaments; that the mild nature of the chemical reactions to which it has been subjected causes the cellulose hydrate of which it is composed to be much less disintegrated.

"For instance, many or most samples of nitro silk, such as that made by the Chardonnet process, dissolve to the extent of about 80 per cent. in a solution of 8 per cent. caustic soda, while a good sample of viscose silk only dissolves to the extent of 10 to 20 per cent. in the same solvent. This results in the thread being much more resistant to the finishing processes to which piece goods are subjected, so that it can be woven together with unbleached cotton and then bleached, dyed, and finished in the piece. The resistance to water is also increased with the result that when wetted the strength of the best viscose is greater than that of any other form of artificial silk.

"The great regularity in size and affinity for dyestuffs is obtained by employing extreme care in the scientific control of the various processes, such as the preparation and composition of the alkali cellulose and viscose at all stages, the composition of the spinning bath, and the regularity of the minute holes used for spinning. Any variation in these conditions results in an unevenness of the thread hardly appreciable in the skein form, but giving extraordinary effects in the form of stripes and bars when it is woven into cloth. The operations involved in the manufacture are of great delicacy and the unremitting care required is indicated by the fact that the complete conversion from sheets of wood pulp to skeins of finished yarn requires a period of about ten days.

"While hosiery is the principal knit-goods line in which artificial silk has been used it is coming into more general use in other lines. In fancy knit-goods, for example, shawls, caps, sweaters, etc., are being made, wholly or in part, of artificial silk, and the demand for such articles is steadily increasing.

"One of the recent developments in the knit-goods industry is the making of underwear from artificial silk. Here, as in the case of hosiery, the fiber is plated on cotton. Garments thus made have a handsome appearance and a large sale for them is predicted.

"Artificial silk is also used in the manufacture of neckties, both knitted and woven, braids and other trimmings, embroideries, laces, imitation furs, tapestries, copies of oriental silk rugs, etc.

"Altho the cost of artificial silk is only about half that of real silk, the former has not come into direct competition with the latter. Rather has it worked out a field for itself, and, due to its greater luster, it is seldom used as an adulterant of real silk."

WHEN FLOWER-PICKING IS "A CRIME"

WILD FLOWERS, in the estimation of many persons, are of value only when wrenched from their stems and held in the hand. These plants are very sensitive and generally wilt rapidly, so that they often become unsightly before the picker reaches home, and are thrown away. In rural districts near large cities, visited weekly by crowds of thoughtless persons, the beauty of the plant life may thus be done away with in a short time. Where plucking the flower means dragging it up by the root, a whole species has been practically exterminated in this way. Wild flowers may be best enjoyed by viewing them in masses of color where they grow—and leaving them alone for the next visitor to enjoy. Under the heading of "A Thoughtless Crime," *The Guide to Nature* (Sound Beach, Conn.) describes how the trailing arbutus has been treated by well-meaning but ruthless "flower lovers" in a city in New York State. Says the editor:

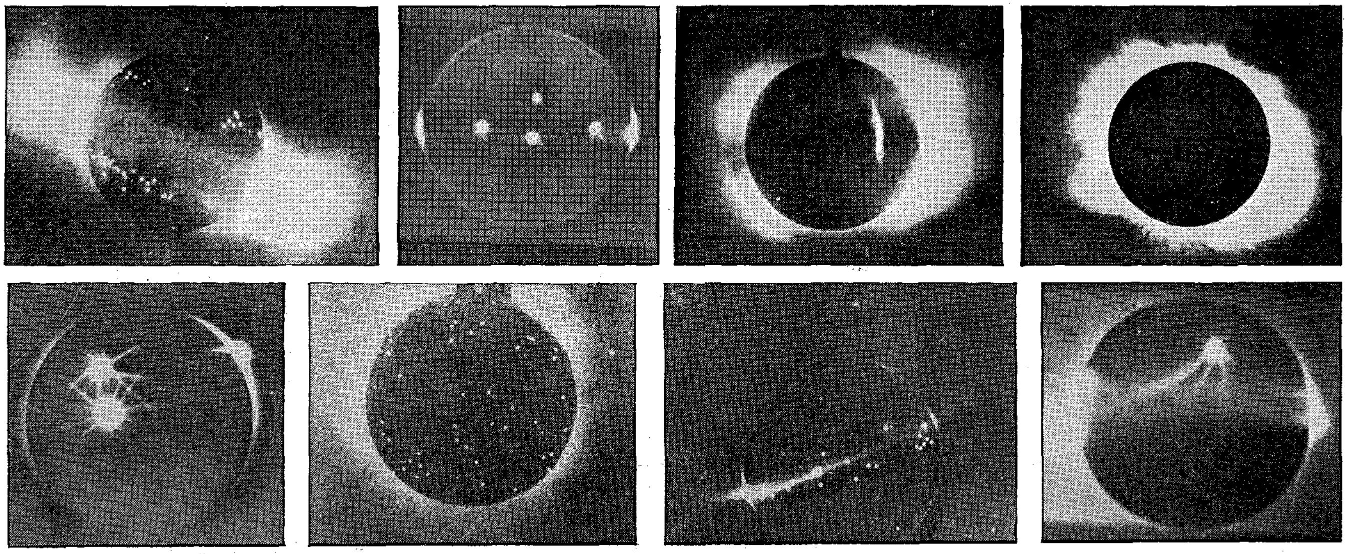
"We are informed by a clipping, under the heading, 'Gifts of Trailing Arbutus Make Congregation Happy,' that more than three hundred bunches of that dainty plant were given to the congregation of the First Baptist Church at its evening service and proved that spring had arrived. It proved more than that! We are further informed that the worshipers at this service were made happy by the little bunches of sweet spring arbutus, and that the gift found great favor. It might well do that. The article says further that a profusion of arbutus blossoms was found in an obscure corner of the woods by Boy Scouts on a long hike. They then evidently proceeded to exterminate the plant, as with it they made more than three hundred bouquets.

"We have no words strong enough to denounce this outrage upon nature, this total lack of appreciation on the part of those narrow-minded Boy Scouts. Nature study does not consist in the extermination of any useful or beautiful plant nor in the annihilation of any except a noxious animal or an injurious insect. Trailing arbutus is the daintiest and most modest of our spring blossoms. Its fragrance is like the perfume of paradise. It is not and probably can not be imitated by the perfumer's art.

"Here in Connecticut we have more regard for nature and more common sense. I believe we are the only State in the Union that has passed a law forbidding the extermination of this dainty little shrub.

"It is astonishing that in a so-called enlightened age a wholesale slaughter of a rare plant can take place and be tolerated. The Agassiz Association denounces such conduct with all the vigor that it possesses. The one redeeming feature in the whole proceeding is that possibly it may so arouse the nature lovers in New York State that they will write a law in the statute-books to forbid the destruction of this delicate plant. Another little bright spot in the situation is the fact that there is anywhere on earth a spot in nature from which three hundred bouquets of the trailing arbutus may be obtained. That is a revelation and a satisfaction. So far as Connecticut and many other parts of New England are concerned, the trailing arbutus is rapidly disappearing. Unless a speedy halt is called it will not be many years before the plant will have totally vanished.

"Probably the picking of that arbutus was due to thoughtlessness, but that does not lessen the enormity of the crime, for crime it is. Such conduct puts a tremendous responsibility on naturalists everywhere to be active in the protection of this rapidly disappearing plant. We are bringing this matter to the attention of the Boston Society for the Protection of Our Native Plants."



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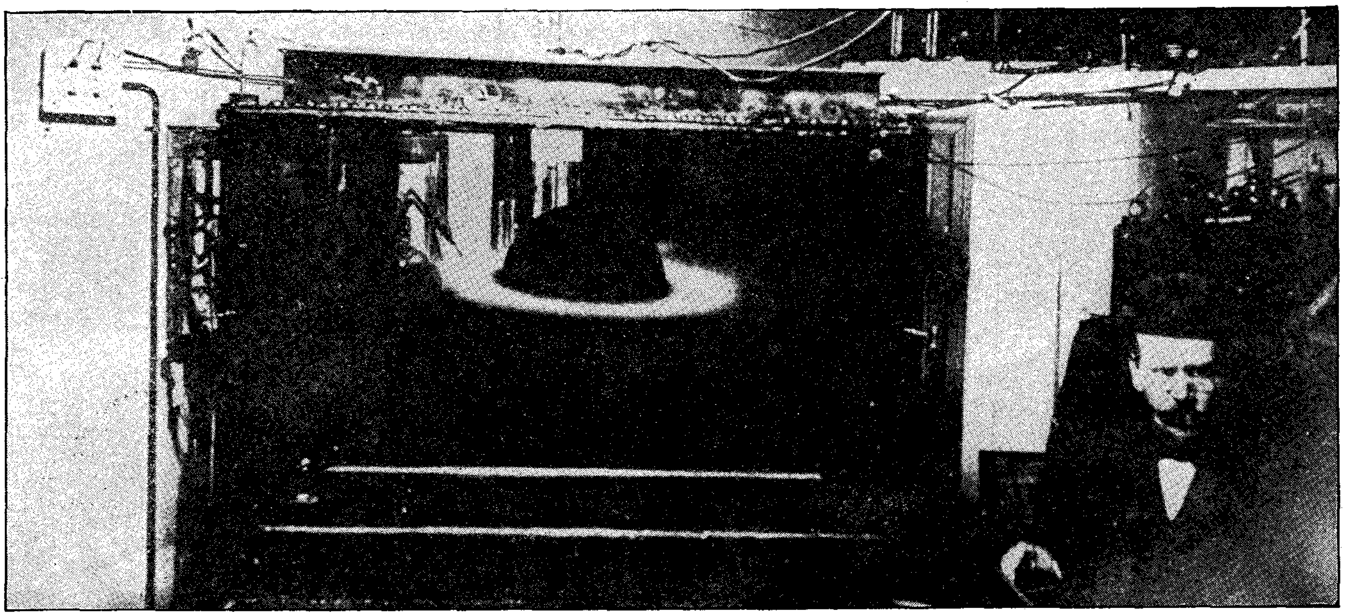
HOME-MADE "SUN-SPOTS," HALOS AND PLANETARY RINGS PRODUCED BY DR. BIRKELAND.



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"SATURN'S RING" MADE IN THE LABORATORY OF DR. BIRKELAND (SEEN AT THE RIGHT).

"Dr. Birkeland made an interesting discovery. By diminishing little by little the intensity of the discharge current that traversed his apparatus he saw the large ring representing the zodiacal glow narrow itself until it formed around the equator of the *terrella* a crown similar to the ring of Saturn and formed, as that is, of several zones of different brilliancy."

A MINIATURE UNIVERSE

A NOVEL AND ORIGINAL apparatus for the study of the secrets of the heavens has been devised by the famous Norwegian physicist, Dr. Birkeland, of Christiania, who has constructed a universe in miniature for the purpose of his experiments. As noted by a writer in the Paris *Temps*, Dr. Birkeland believes with many others that electric phenomena have an important rôle in the stellar universe. To restrict ourselves to the solar system for the present, it is known that the sun is a mighty center for the emission of atoms of negative electricity which are called electrons. These electrons travel through space with a speed comparable to that of light, and wherever they meet rarefied gases they enkindle luminous phenomena like those to be seen inside *x*-ray tubes. Even if we concede that these electrons do not proceed from the sun to the different planets, the solar light, and especially the ultra-violet, is capable of producing them anywhere that it strikes a material obstacle. Many things remain confused in the minds of physicists, but they feel that these electrical phenomena are responsible for the illumination of the tail of comets, the draperies of the aurora borealis, and that they influence the magnetic storms which in the polar regions violently disturb compasses. The writer adds:

> "Dr. Birkeland relies for his results more on experiment than on scientific theories. To this end he built his miniature universe of which he himself is the master. This universe has a capacity of seventy liters and is a huge glass bell into which he can introduce various gases and in which he can maintain any degree of vacuum he prefers. In the center of it is a planet of eight centimeters diameter, which Dr. Birkeland calls the *terrella* and is actually a copper sphere containing an induction-coil, which can be stimulated by electric currents to reproduce on the *terrella* the equivalent of terrestrial magnetism. On the side is a metallic disk, generator, of electrons, which represents the sun.
>
> "By sending electrical discharges through the interior of the bell, one produces luminous evidences that vary greatly with the rarefication of the gas, the intensity of the electrical discharges, and the inductivity of the central globe. As long ago as 1908, Dr. Birkeland employed this mechanism for the study of magnetic phenomena and the aurora borealis, and he was able to reproduce with astonishing accuracy all the appearances and particularities of the natural phenomena. Last year he took up zodiacal light, the vast and diffused glow which spreads across the solar world lying on the plan of an ecliptic. This time the central globe of his apparatus, the *terrella*, represented the sun and became the center for the emission of electrons. Under these conditions a vast luminous ring spread out in the bell around the solar equator. At the same time one could see on the central globe a double band of brilliant points whose distribution reminded one curiously of the spots on the surface of the sun. In the course of these experiences with zodiacal light Dr. Birkeland made an interesting discovery. By diminishing little by little the intensity of the discharge current that traversed his apparatus he saw the large ring representing the zodiacal glow draw itself in and narrow itself until it formed around the equator of the *terrella* a crown similar to the ring of Saturn and formed, as that is, of several zones of different brilliancy. Here one can recognize a dark spot similar to the division of Cassini."

These facts lead us out on a new line. Saturn may be a storehouse of electrons as the sun is, but of electrons of a lesser degree. These electrons, directed by the magnetism of the planet, produce in the rarefied airs that surround it a ring faintly luminous in itself but capable of reflecting and of sending to us solar light. This method of examination frees us from great difficulties, since we are not any longer obliged to explain the quasi-eternal equilibrium of material masses that form a whole so complicated and in appearance so fragile. But this method also accumulates so many other hypotheses that in the end we are nearer reverie than romance, and the writer proceeds:

> "One must admit the magnetism of Saturn, which is not proved, but which after all has nothing of the absurd in it. Above all there is to be explained how these rings of very diluted gas can be at the same time opaque, almost dark, and yet reflective. We know it is true that the tails of comets spread solar light like a trail of dust which is illuminated in a beam of light, but these wandering plumes send forth also a light of their own, and they are so transparent that one may see the farthest stars through their substance. Finally, there is the turning of the rings, and they turn according to the law of gravitation. This is a fact which all theory accepts and of which the hypothesis of Dr. Birkeland does not seem to take account. The wisest plan, therefore, until the new order comes, is to hold to the old theory of Cassini and to follow with interest the ingenious experiments of Dr. Birkeland. He will have much to do in his universe of seventy liters to reproduce and explain all the mysterious and disturbing things that happen in the heavens."

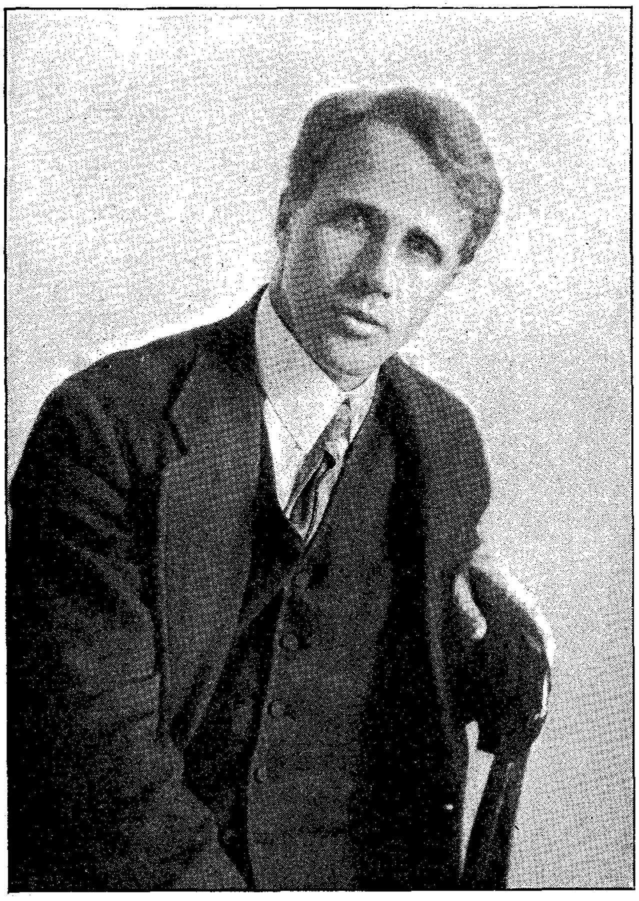
DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 97

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE "POET OF FROST"

WHEN A POET AWAKES, as Robert Frost now does from a two years' silence—not sleep—it makes an event in literature. The group of poems in *Harper's*, from which we quoted one last week, shows that it was no Rip Van Winklean silence which was broken. Perhaps there are others besides Mr. Theodore Maynard to confess, as he does in the New York *Tribune*, that they are not "so much to be blamed as pitied" that they hardly knew more about Robert Frost than his name until a week ago. It was the group of poems that set Mr. Maynard, an Englishman, "off post-haste to find all of Frost's work" that he could. He got "A Boy's Will," "North of Boston," and "Mountain Interval," and "read them straight through in their order with a pleasure which I (with the traditional zeal of the newly converted) wish to trumpet to the world." So we reecho some of Mr. Maynard's "trumpetings":



ROBERT FROST, THE NEW ENGLAND POET,

Summed up in the word "frost," "Winter lies over all his landscape; his brooks are sealed with ice and his hills covered with snow."

"Before I come to an examination of the three poems of the recent group in *Harper's Magazine*, it would be as well to describe the impression Mr. Frost's work, as a whole, made upon my mind. I may add that my first impression remained, strengthened if anything by my reading, right up to the last page of 'Mountain Interval.' I scented the sharp air of New England and knew that I stood on familiar ground. I was aware not only of its soil but of its soul—of its sincerity, its laborious conscientiousness, its chilly creeds, its regretful and reverent skepticism, its unimpassioned puritanism, its dour kindliness, and (above all) its cold, peculiar humor. Here was a picture of New England such as no other hand—no, not even Lowell's—had drawn. Here were the shades of Emerson, the transcendentalist, and of Sumner, the highbrow; here, too, the remembered tones of the voices I had heard among the mountains of Vermont.

"In Mr. Frost's work this New England spirit has been more clearly emphasized than ever before. His poems are of the highest importance as social history—if as nothing else; for men in coming generations will turn to them, after time has wrought its slow changes, to find in them the forgotten aspects of their ancestors. In these poems they will live and move and have their being, ghosts of a dead day, when a new, incalculable day has dawned.

"That part, however, tho an aid to Frost's immortality, cannot be of so great an interest to us as his immediate appeal. We can not afford to leave the final judgment upon him in the hands of posterity, even if we feel, as I do, confident of his lasting fame. He is a challenge to his contemporaries, one that in honor we must answer. We may reject him if we will; we can not ignore him.

"We are on the verge of a great liberation of language. There are cyclic periods of literature which begin in revolt and gradually freeze into convention at their close. Fresh beginnings are a recurrent necessity. The classic is superseded by the romantic and the romantic by the realist. The period about to begin I will call the natural, until somebody suggests a better name. In this movement Frost will play and is playing a very notable part.

"I will add a qualification which is a warning. In claiming independence the young writer must not—at his peril—throw away the wisdom of his forerunners. He may—indeed, he should—continually strive to find new modes of expression, but these must follow the line of continuity. The exponent of free verse does not merely err by going too far in a certain direction; he errs by going in the wrong direction without a map or compass to guide him. Hence his jejune crudities."

Frost, we are assured, is careful not to make this mistake. "He is a progressive, but no anarchist." He is even more—

"He uses strict form, set schemes for his lyrics, sonnets (actually of no more than fourteen lines), and blank verse of the ordinary number of syllables! His innovation, a daring one, is that of substituting spoken for written rhythms in his poetry. In other words, he refuses to be tied by technique. Other poets are using similar methods. W. B. Yeats, tired of exploiting the meters of his youth, is feeling for a new medium whose basis shall be speech—not very successfully, in my opinion. Lascelles Abercrombie (whose influence on Robert Frost is distinctly traceable) is using spoken rhythms with astonishing delicacy and power. Robert Frost, tho he lacks the glamour of the Irish and the profundity of the English poet, is doing what they are doing with more ease and assurance. His explanation of the case is given in 'The Road Not Taken,' the proem to 'Mountain Interval':

The roads diverged in a yellow wood,
  And sorry I could not travel both
And be one traveler, long I stood
And looked down one as far as I could
  To where it bent in the undergrowth;

Then took the other, as just as fair,
  And having perhaps the better claim,
Because it was grassy and wanted wear;
Tho as for that the passing there
  Had worn them really about the same,

And both that morning equally lay
  In leaves no step had trodden black.
Oh, I kept the first for another day!
Yet knowing how way leads on to way,
  I doubted if I ever should come back.

I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I—
I took the one less traveled by,
And that has made all the difference.

"I will not cite passages to demonstrate Mr. Frost's management of his speech rhythms. They are to be discerned in this lyric. . . . To pick out definite examples would be to take up much valuable space.

"But I would like to draw my reader's attention to Frost's skill in packing a line. His words close in and dovetail upon one another. He uses no sawdust and he wastes no words. This, of course, is the result of intense intellectual clarity, combined with repeated pruning, the excision of everything not absolutely essential. It has its drawbacks, of course, chief of which is a stiffness which is occasionally, but very occasionally, evident in his work. But, then, everybody who packs poetry tightly suffers under some drawback—generally one that is much worse than stiffness. Browning, and still more Father Gerard Hopkins, often pack so closely as to lose all intelligibility. That never happens to Frost, who is invariably lucid.

"The firm precision, however, which often characterizes him is, I think, a real defect. He has the New-Englander's limitations along with the New-Englander's noble gifts. He has grace but very little glamour. It is the custom in these days to sneer at glamour, to consider it a cheap affair. 'Let us feed the scoffers upon solid food, not thin air!' Quite so; still, without denying the necessity of solid food, I will assert that glamour has been the breath of life to English poetry. I do not say to all poetry, but to poetry written in English. We are of the North, and our language has a symbolistic rather than the ideological quality of the Latin languages of the South. Mystery is in our blood, and without it we would become anemic."

Robert Frost's poverty of glamour, to Mr. Maynard's sense, is a defect; and to this defect he allies Frost's "feeble capacity for praise." He notes about the poet "a curious absence of exultation and exaltation—the two principal marks of the major poet." But—

"Robert Frost is beyond any question a major poet. How then, you ask, can he be that if he has these specified defects?

"That is Robert Frost's secret. Instead of glamour he has the most piercing poignancy; for praise he substitutes irony, for spiritual exaltation a tender beauty, forever close to earth and the children of earth.

"Let us take examples, and for beauty commence with this couplet from 'Hyla Brook':

That spouted in the mist a month ago,
Like ghost of sleigh-bells in a ghost of snow.

"That has an uncharacteristic touch of rhetoric. This is more in his authentic manner:

A tree beside the wall stands bare,
But a leaf that lingered brown,
Disturbed, I doubt not, by my thought,
Comes softly rattling down.

"And this, exquisitely beautiful as it is, may be pondered upon as an instance of Frost's austere renunciation of glamour:

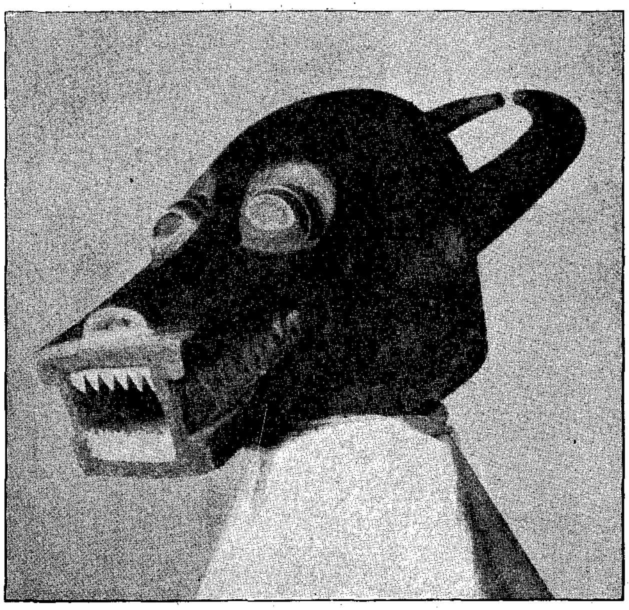
I dream upon the opposing lights of the hour,
Preventing shadow until the moon appear.

"This leads me to offer the remark with which I nearly opened my essay. If I had to sum up Frost with a word I would use the word 'frost.' Winter lies over all his landscape; his brooks are sealed with ice and his hills covered with snow. I have not calculated the exact proportion of poems which are pictures of snow, but to make a rough guess, rather more than half definitely refer to winter. The remainder, with few exceptions, suggest the winter. His spring poems are full of the remembrance of snow; his autumn poems are full of the anticipation of snow. It is not simply that he describes a snow-bound world, like Whittier. The snow has taken possession of his mind."

Mr. Maynard, being English, may be calculated to become Frost's English champion. Some sponsor over there seems needed; at least, as he says: "Because American poets are practically never published in England unless (like Edgar Lee Masters or Amy Lowell) they are taken up by those interested in promoting a particular technical school, or unless (like Vachel Lindsay) they possess an energetic English friend to push their fortunes."

OUR DEBT TO NEGRO SCULPTURE

AMERICAN DANCES are often scorned and rejected by Europe on the ground of their negroid origin. Paris dancing-masters and English bishops have sought to repudiate them by reason of this element. What they and others, too, will say to recent claims of certain European critics that "modern impressionistic schools owe every vital idea that they have contributed to the European thought to African culture" can hardly be imagined. As tho this were not enough, we find Vivian Harris claiming, in *The Africa and Orient Review* (London), that "the Greeks, upon whose tradition European culture has been living for twenty-five centuries—chewing its cud, so to say—the Greeks also were indebted to Africa for what they knew of the art of expressing emotion in plastic form."



NOT MODERN IMPRESSIONISM,

But the work of African artists, declared to be "of surpassing beauty," and "finer than anything that has been done in Europe."

A collection of negro sculpture was recently put on view at the Chelsea Book Club in London and became, according to this writer, "a challenge to the critical mind to define its understanding of beauty." If beauty is "form manipulated to express an idea in art," as Schopenhauer avers, then he and African negroes cordially agree. The German philosopher explained why a successful picture of an object gives a pleasure to the imagination that the object does not, by saying that "in a picture the object is stript (more or less, according to the artist's imaginative perception) of form; the picture stands nearer the idea." Mr. Harris writes:

"I take no risk in saying that the unnamed and unknown artists represented in the Chelsea collection had never heard of Schopenhauer. Nevertheless, we find in every one of these examples of the negro's creative power that Schopenhauer's idea has been carried to its logical consummation. It is clear that these negro artists understood, as Schopenhauer understood, the fettering of the artistic imagination which a too close imitation of form inevitably means. It is clear also that the starting-point of each of these artists was an entirely successful liberation of the imagination from the shackles of form."

To the appreciative onlooker the supremely important thing about these pieces is not any question of technical method. "It is the fact that these figures are art, true art—some of them great art," declares the writer; tho we fear his asseverations will not silence the scoffer who can not see the "art" in modern impressionism. The writer goes further and declares that "the supreme fact" about these figures is that "as art, they are of surpassing beauty." Having mounted the storm, the writer goes on to ride the whirlwind:

"I have no hesitation in saying that there are a few pieces here of which it is no hyperbole to say that they are finer than anything that has been done in Europe, not only recently, but even in the golden age of European sculpture. . . . . . .

"On the other hand, it must not be denied that the artistic inspiration which is maintained at so high and consistent a level throughout and which often soars unprecedentedly, also in one or two cases flags manifestly. A few, a very few, of these pieces bear the same relation to art as a piece of Royal Academy statuary. . . . On consideration, I feel this statement should be withdrawn or, at least, considerably modified. They are not so feeble as the suggestion, left as it is, might imply."

BERNHARDI'S NEW BOOK

SHYLOCK'S whimpering protest, "You take my life when you do take the means whereby I live," might be imagined as the spirit in which Bernhardi puts forth his latest book. The Peace Conference left him means enough to live, and he continues the only life which he is apparently capable of pursuing—that of teaching Germany how to wage "the next war." We remember how his other book was the immediate prelude to the late conflict, and this last, "The War of the Future" ("Vom Kriege der Zukunft"), just published in Berlin, is important, says the London *Daily Mail*, "as revealing the feeling in German military circles." A short summary of its contents is here given:

"He thinks that with submarines Germany will be able to reduce England, France, and Italy. Time will give her the means for doing this: 'Notwithstanding the peace conditions, the *U*-boat arm must be developed as opportunity offers. That this and the expansion of the army are possible can be seen from what happened after 1806, when, under the very eyes of the French garrisons, we trained 200,000 men instead of the 42,000 we were allowed.'

"The whole German nation is to be organized for war on the most stupendous scale. He admits that tanks are a formidable weapon, tho he professes that the German measures of defense against them were effective. But his ideas regarding them are those of the bow-and-arrow school; he does not realize that war on land has changed radically with tanks that can move thirty miles an hour over country.

"He makes it quite clear that the German 'commercial aircraft' will be military aircraft in disguise."

AN AFRICAN GOD,

By an unknown artist who understood the "liberation of the imagination from the shackles of form."

Commenting editorially upon this book, *The Daily Mail* observes that "the Germans, like the Bourbons of old, have learned nothing and forgotten nothing." It recommends "talkative politicians" to note some of its "impudent declarations," especially the one quoted above, that "after her defeat by Napoleon Prussia, under the noses of the French, trained 200,000 men instead of the 42,000 men she was permitted to maintain." *The Daily Mail* goes on:

"Bernhardi thirsts for preparations on the most gigantic scale with a view to future war. Germany must have tanks, aircraft, and all the weapons which are strictly forbidden by the Treaty. Her statesmen must think of nothing but war and must always take the German Staff's advice. He forgets that they took that staff's advice at every point in the late war—in the wicked invasion of Belgium, the savage cruelties to the Belgians, the atrocious 'ruthless submarine campaign'—and that the result was the greatest catastrophe which has ever befallen any people in history. It was not the revolution that brought the German defeat (as he says), but the German defeat that brought the revolution.

"It is grim fact that Bernhardi does not stand alone in these opinions. The German printing-presses are busy night and day with military works, large and small, all of which breathe the same spirit, all of which repeat the old hate, all of which call for vengeance. The Devil is unchanged. Defeat has not taught him any lesson. It is important for our security that we should grasp this fact."

JOSÉLITO IN SONG

IN SPAIN at least the note of romance has not died out among the common people. The death of the bull-fighter, Josélito, which we recently noticed, brought this to a high pitch in the creation of a song memorializing the dead *matador*. It may not rank high as poetry, especially in its English translation, but it seems worth notice as an instance of the way folk-songs arise in the hearts of a people. We quote from the Madrid correspondent of the London *Times:*

"The deeds of a *primer espada* (master sword), as Josélito was, go down to posterity no less than those of a Roland. They are sung everywhere the Spanish tongue is spoken. At the street corners *coplas* (verses), composed by an unknown bard, are now sung by minstrels who carry on a time-honored custom. The *coplas* celebrating the death of Espartero are still popular. Indeed, Josélito sang one himself while dressing for the fight at Talavera, much to the distress of his faithful valet, more superstitious than his master. The following is a translation of some of the verses:

Go not to the meadow,
The flowers have faded,
For the king of the matadors
Lies dead at Talavera.

From the star-spangled sky
A star has fallen,
The brightest light
Of the bull-fighter's art.

On May 15,
In Madrid *plaza,*
José had bad luck
And the fight was a sorry one.

While he was being hissed
A spectator shouted madly,
"May a bull kill thee
To-morrow at Talavera."

A calamity, indeed,
That cry portended,
For José was tossed
And at Talavera died.

When Josélito fell
Under that terrible stroke,
He prest his hands to his stomach,
Where the wound was.

And on the ground he lay,
That unequaled *torero,*
His life-blood flowing out
From the great rent.

"These and other *coplas* will be sung by the cobbler in his grimy little den, by the lonely *arriero* following his mule along the dusty track, by the laborer as he wends his way home from the fields. The servant-girls will teach them to their young charges. They will cross the Straits to the army in the Riff, and the Moors, hearing them sung at the Spanish camp-fires, will recognize in the tune, if not in the words, the melancholy note of the East that still survives in Spain."

SOARING BOOKS IN ENGLAND—Book production may have practically to cease in England, warns Mr. John Murray in *The Pall Mall Gazette* (London), where he draws this dubious picture:

"At the present time I am reluctantly compelled to refuse books almost daily which, in prewar times, I should have very gladly published. The two root factors of the situation are: the insistent demands of labor and the extraordinary increase in the price of paper. Between them they are forcing up the prices of books to a point where we can only produce at a loss. People will not pay above a certain price for books; and you can not ask, say, 15*s.* (the economic price) for a book which normally would cost 5*s.*

"To put the matter in a nutshell, we are paying, on an average, over three times as much for every item in book production as we paid four years ago, and still prices are rising against us. We were recently making estimates for reprints which formerly would have cost us £830. Now we find the cost to be between £2,400 and £2,500.

"From the labor standpoint we are constantly receiving notices from printers and binders, stating that they have to raise their charges because of having to grant continuous increases of wages and bonuses to their employees.

"At the present time the men, who work forty-eight hours weekly, are agitating for a forty-four hour week. But it is found that with the present forty-eight hour week less work is done per hour than used to be the case with a week of fifty-one hours."

BRITISH-AMERICAN WAR OVER LANGUAGE

"A CERTAIN MR. RUPERT HUGHES"—so writes a certain Mr. E. B. Osborn, of the London *Morning Post*, perpetuating that "certain condescension" that Lowell recognized and castigated years ago. Plain Rupert Hughes we all know, and his recent "patriotic plea for the independence of American literature" in *Harper's Magazine* was noted as but an added argument in line with other pleaders for the right of American writers to express themselves in their own idiom. But Mr. Hughes is seen by Mr. Osborn as "plaintively lamenting that transatlantic critics insist that 'Englishese' is superior to 'Americanese' and so compel the local authors to write a language which they do not habitually speak, or, alternatively, to exaggerate the eccentricities of their own indigenous dialect." No one has before applied the word plaintive to Mr. Hughes, and when he says that Americans are guilty "of an ineffectual snobbishness" if they adopt either of the above alternatives there seems some other quality in his vigorous term. Mr. Osborn we know as a various and entertaining writer on literary themes, subject to an occasional chip-on-the-shoulder air over those he draws from us. In the present instance he quotes Mr. Hughes in the manner of shaking him by the shoulders:

"'Americans who try to write like Englishmen,' he insists, 'are not only committed to an unnatural pose, but doomed as well to failure, above all among the English; for the most likable thing about the English is their contempt for the hyphenated imitation Englishmen from the States, who only emphasize their nativity by their apish antics. The Americans who have triumphed among them have been, almost without exception, peculiarly American. The fact is we can not conceal ourselves. And if we could, why should we want to? To be offensively American is to be offensive at home as well as abroad. But to be amiably, gracefully, nobly American is to be as fine as anybody can hope to be.' So he advises his compatriots to sign a Declaration of Literary Independence, and to begin to write 'United-statesish,' which he describes as 'a brilliant, growing, glowing, vivacious, elastic language' poignantly appealing to a population of a hundred million persons, most of whom are omnivorous readers and actually more ready to buy books than to borrow or steal them.

"Mr. Hughes, I must admit, speaks in most polite terms of the English literature that is made in England. He confesses himself a subject of King Shakespeare, and does not deny that we have produced literary giants since the political Declaration of Independence (which is written in the Johnsonese that still survives in leading articles), and are still producing them. He is kind enough to promise that, even when 'United-statesish' (now doesn't it sound just like a charwoman scrubbing door-steps!) comes into its own, particular favor shall be shown to English authors 'because a person who understands our language can get a rough idea of theirs without an interpreter—as a person who speaks Polish can understand a Russian or a Czech in simple communications.' But what is to happen to Englishmen who want to understand books written in the brilliant, growing, glowing, vivacious, elastic 'United-statesish' idiom? Well, they must provide themselves with glossaries and translations. That is all there is to it. And, judging by some of the American plays which get put on in London for reasons beyond my humble comprehension, there is already scope for such aids to understanding. Not but what it might be a more convenient course to take off all these American plays which, to speak with brutal frankness, simply bore me stiff—especially those in which melodramatic 'dough-boys' can be discerned winning the war with voice-grenades."

There you have, states Mr. Osborn, "the case for this Declaration of Literary Independence" put "to the best of my capacity." His capacity for understanding America and her care for her own literature is so well exhibited, with a few other things, in the following, that it might go without comment:

"Seeing that a Presidential election is raging over there and thousands of orators are busy twisting the British Lion's tail, Mr. Rupert Hughes ought to get a large number of signatures. In so far as he is engaged in destroying the Bostonian tradition of obsequiousness to English models of style, Mr. Rupert Hughes has my sympathy. It is sincerely to be hoped that we shall soon have heard the last of the steep-browed *snobisme*, exprest in sniffs that wax at times to a 'thunderous huff-snuff,' which sets the weak and colorless Longfellow above 'God's Fool,' Mark Twain, and cries down O. Henry, who has shown us the very soul of New York, as merely a maker of the 'inept laughter,' which the Latin tag condemns as the most inept of all things.

"So far, so good; all English critics, who rejoice in the mystical stories of Hawthorne, the tender idyls of Whittier, the wise jewels of Emerson, who revived the very intonation of Sir Thomas Browne's majestical thought, and the Homeric horse-sense of Walt Whitman, will wish Mr. Hughes victory in his crusade against literary snobbishness. And I, at any rate, am well content that an American language should live and grow and be victorious, with the same freedom to be itself as must be conceded to the Doric speech of Scotland, that elder sister of our rich and noble English. Let the American writers of prose and verse cherish the old Shakespearian words, which have survived in their vernacular, tho lost to ours, and let them make the best use of the so-called 'slang' which really consists of the new similes and metaphors that grow inevitably out of new conditions of living. But it is absurd to hope for the establishment of an anti-English diction called 'United-statesish'—the mere fact that Mr. Hughes has to give it such a grisly and ridiculous name demonstrates its impossibility. Which of a hundred street-dialects, spoken by unassimilated emigrants from every quarter of the world, is to be the basis of this ear-rasping jargon? Would Mr. Hughes select the dreadful amalgam of Yiddish and low-down slop-shop *argot*, barely recognizable as English in substance, which is the one ubiquitous dialect of American city life."

Mr. Osborn's word is doubtless taken seriously by his English readers, and one wonders how, without knowledge or experience to check up some of his observations about America, they will figure us from these. But then he goes on to tell us that they do not need to. Mr. Hughes in what follows is reduced to nullity and the rest of us are at liberty to follow:

"But if he prefers the clean, clear mother-tongue, which the great American writers have adapted to such high purposes, then he gives away his whole case for linguistic separation. In point of fact, he confutes himself—for his article, which is given in a miscellany section significantly entitled 'The Lion's Mouth,' is written throughout in English, without a single colloquialism of American origin! Indeed, his dissertation is an omen of his impotence, a species of *Bos locutus est*, in fact. And he is not so foolish as to attempt to deny that, even at the present moment, our young poets and novelists are setting the pace for the American world and giving it daily object-lessons in the literature of power. America has not a Masefield, nor a Robert Nichols, nor a Walter de la Mare—nor a Conrad, nor a Compton Mackenzie, nor even a Galsworthy. Let me once more indulge in an argument of British brutality. We can get along quite well in literature without understanding the Americans—just as Athenians could dispense with a knowledge of the thoughts, if any, of the people of wealthy Sybaris and populous Cotrone. But they can not get along without understanding us."

RELIGION-AND-SOCIAL-SERVICE

THE MENACE OF THE "DOPE DOCTOR"

THE "DOPESHINER" is a "city cousin" of the moonshiner, we are told, yet has little in common with him. The moonshiner, as usually pictured, "totes" a gun; the dopeshiner employs a certain type of lawyer. Dr. Thomas S. Blair, chief of Pennsylvania's Bureau of Drug Control, tells us in *The Survey* (New York) that "dope doctors" are commercialists, pure and simple; they employ chemists of a sort, and may themselves be divided into three classes: the patent-medicine manufacturer, the illicit dealer in narcotic drugs, and the alcohol concocter. It is Dr. Blair's hope that dope-dealers will be eliminated by public sentiment. Public opinion, he says, which has been aroused over the alcohol question to such a degree that a physician must take out a special permit to dispense alcohol from his office, and account for every fluid ounce of liquor dispensed, should in the same way be aroused over the abuse of the privilege of prescribing narcotic drugs. The Harrison Narcotic Law, and several State enactments similar to it, he adds, are nullified to a certain extent because they carry exemptions for certain professional people, such as physicians, dentists, nurses, pharmacists, and manufacturers of a few patent medicines.

The physician, Dr. Blair tells us, is not required to keep any records of his prescriptions for narcotics sent to drug-stores, and both he and the dentists have a wider latitude in the purchase and prescribing of narcotic drugs than in the case of alcoholic liquors. This condition, he avers, is due to the fact that public sentiment has not been widely aroused over narcotic abuses. He further attributes to deficient State appropriations (due to lack of public support) the disturbing fact that narcotic legislation is not nearly so rigidly enforced as is the liquor law. Altho Dr. Blair emphatically disagrees with the Government's estimate that there are more than a million drug addicts in this country at the present time, and gives figures in support of his conclusions, he brings out alarming facts regarding the traffic in narcotic drugs, and openly charge the irresponsible members of the medical profession with being accountable for a large proportion of drug-addiction. These physicians (and dentists) are of the older régime, under which opium and morphin were used rather freely. The newer generation, particularly sanitarians such as Dr. Blair, see in the use of narcotics a menace to public health; pain, they say, must be relieved by the removal of its underlying cause; sleep must be induced by natural agencies.

We are familiar with the newspaper *exposé* of the underworld traffic in narcotics, but, according to Dr. Blair, we know little of "the degenerate physicians who buy and dispense narcotics, and evade and openly break the laws in so doing." We read on in the *Survey* article:

> "There are several classes of medical dope-sellers. The most troublesome and most hopeless one is the medical man or woman who is addicted to the personal use of large quantities of narcotics and who is gradually going down the slope. There are many, many such, and they are found among the high and low in professional circles. Sad, indeed, is their position. They resort to every subterfuge; and they fairly shudder when they read from time to time that certain physicians have had their licenses to practise medicine suspended or revoked on account of the awful habit.
>
> "Then there is the obsessed, ignorant, and often very sympathetic dope doctor who can't say 'No' to the patients who want narcotics constantly prescribed. This old gentleman—for he often is a thoroughgoing gentleman, correct in his own habits, very much respected, and often prominent in church activities—is, nevertheless, a mere routinist who is incapable of a modern diagnosis or the employment of modern technique. And he reports every case of addiction as one of disease other than addiction, accepting the statements of every addict, not believing the well-proved fact that most addicts lie.
>
> "The last class of medical dope-seller, or commercial dope doctor, is frankly vicious. He is rarely a narcotic addict himself and is in the game for the money he can make out of it. Fortunately, such medical men are not numerous.
>
> "Just how much morphin, heroin, cocain, etc., these men handle in a year is hard to determine, for they procure a great deal illicitly and without leaving record thereof. They purchase all they can on Federal order blanks, have low professional confederates, who also purchase for them, buy supplies from thieves who raid drug-stores and physicians' offices, have smugglers in their confidence or smuggle themselves, and in every possible way procure narcotic drugs. One of their common dodges is to have addicts in their employ who represent themselves as ill and who procure prescriptions from reputable physicians who are not as discriminating as they ought to be. Some of these addicts have several aliases well known to those 'in the know,' and they get prescriptions filled under all of these names, procuring amounts far in excess of their own consumption, the excess being sold to the dope doctor who employs them."

"After thirty years of medical practise," Dr. Blair tells us, "it comes as a distinct shock to be obliged to admit that the narcotic evil must be largely laid at the feet of my own profession." Continuing, he says:

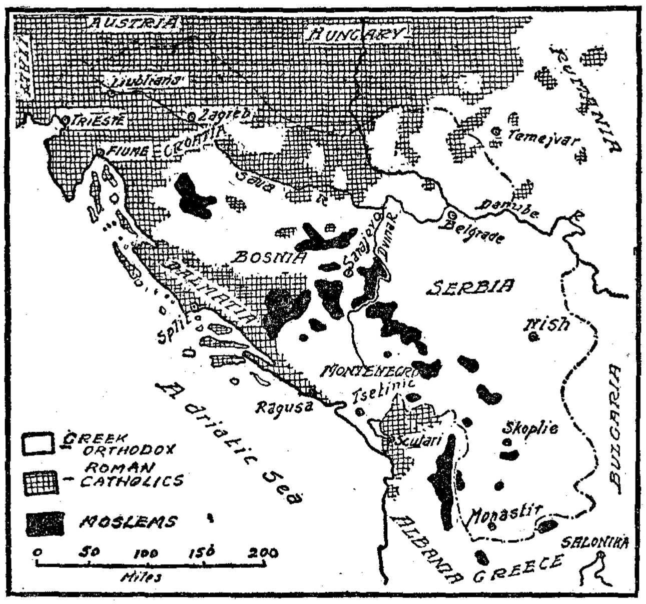
> "The writer has figured the matter up and down, across and back again; he has estimated available supplies and where they go in regular trade; he is in a position to know with fair accuracy how much narcotic drugs are used in professional channels; he has investigated intimately the industrial situation, and he has visited the large proprietary medicine plants throughout the Union. The result is that he is, with infinite regret, compelled to admit that the dope-selling professional man is the main narcotic menace in this country, tho there are other traffickers in the illicit trade who procure part of their supplies from inveigled and stolen professional stocks and another portion from smuggling. No one knows how much smuggled narcotics is secured by pedlers.
>
> "There are pedlers of narcotics in all of our large cities and in some of the smaller ones; but there are dope-selling professional men in nearly every community, and in the aggregate they vastly outnumber the pedlers. The per capita consumption of narcotics in small towns is much larger than it is in the big cities."

What is to be done about it all? None of us wishes to call in a physician whose hand trembles during an operation for the want of "dope." Dr. Blair assures us that two-thirds of the physicians are not open to criticism as regards the use of narco and that the remainder can be educated along the newest in surgery and medicine. He suggests that—

> "We must, first of all, give a square deal to the physicians now in practise, including the more ignorant third of them. They are not getting it now. No wonder they retrograde. Every legislative session in every State shows ignorant assaults upon the medical profession; and quacks are cutting the ground from under the feet of the professional rank and file.
>
> "Hospital care must be supplied to the residents of the small places as well as to those in the cities. Present curable addicts must be taken in hand. The narcotic laws must be enforced in the full recognition of the fact that professional people are responsible for a large proportion of drug-addiction. The great body of ethical and capable professional people must join in the crusade against the physician, dentist, or druggist who is catering to narcotic addiction. They owe it to the public to do so, and they owe it to the professions of which they are members to run to earth the degenerates therein who are trafficking in human weakness and vicious habits."

RELIGIOUS HARMONY IN JUGO-SLAVIA

THE "VIOLENT RELIGIOUS DISSIDENCE" which, it was prophesied, would disrupt Jugo-Slavia when that state was formed out of the wreckage of the Hapsburg empire, has not materialized, and, according to a correspondent of *The Christian Science Monitor* (Boston), who in his travels never heard of any religious persecution, Greek Orthodox, Roman Catholic, Spanish Jew, and Mohammedan live and work together in peace. In proof that a complete understanding exists among the various creeds, this correspondent recites that—



From "The Christian Science Monitor."

CREEDS IN JUGO-SLAVIA.

"On August 24, 1915, a convention of Jugo-Slav priests in the United States of America took place in Chicago. Together, the priests, both Orthodox and Roman Catholic, voted for a resolution asking for 'the emancipation of all Jugo-Slavs, who are only one people. . . . The religious differences, which have been supposed to constitute the greatest obstacle to national unity, do not appear so to us, who are the representatives of the two main creeds. . . . We declare this in our name and in that of our opprest brothers in Austria-Hungary, as we are convinced that they would say the same thing if they were free to speak.'

"The Jews in Serbia have never complained of any persecution or limitation to their rights. Of this confirmation was forthcoming during the first Balkan war in 1912, when, traveling from Nish to Sofia, the correspondent of *The Christian Science Monitor* met a non-commissioned officer of the cavalry, an Israelite. He was back from the battle at Kumanovo, where he had won his non-commissioned rank. He was no inhabitant of Serbia, his home being in Vienna. When this soldier heard of the mobilization of his countrymen against Turkey, he left his family, his business, and immediately went to the Serbian consulate. There they gave him No. 800.

"'So there were 799 Serbians who proved better patriots than myself,' he said, 'and it was only ten o'clock in the morning.' This soldier explained the feelings of his race. He said: 'We are about ten thousand Serbian Jews, with our rabbi in Belgrade. We gave 1,300 men to the army, because in Serbia no difference is made between us and the other citizens.'"

The present creedal distribution in the whole state, we are informed, is, roughly speaking, as follows: Greek Orthodox (a majority in Serbia, Montenegro, Herzegovina)—about 7,000,000; Roman Catholics (a majority in Slovenia, Croatia, Dalmatia)—about 4,500,000; Moslems (a strong majority in Bosnia, the sanjak, and so forth) — about 1,000,000. The Greek Orthodox have a strong proportion in Croatia and northern Dalmatia, and are intricately mixed with the Roman Catholics in the provinces of Banat, Batchka, Baranya (north of the Save and Danube)—these being Serbian, while the Roman Catholics are Hungarians. In studying the adjoining map it will be noticed that religious demarcations do not correspond to political boundaries. And as it is known what a tremendous importance national frontiers have been in the Balkans, the correspondent points out, it can be inferred from the map that religious differences count but little compared to national and racial ones. He continues:

"It is along national lines that oppositions of culture, language, and aspirations are drawn. People of the same province have the same interests, whatever their religion. No separatist tendency, for instance, can be expected to manifest itself on the ground of religious difference, since several creeds are mixed on the same territory. In fact, in no province of Jugo-Slavia, except one, was there found any trace of religious antagonism. And in Bosnia, where that antagonism does exist, it is because the religious divisions run along class lines as well.

"There are also small colonies of Spanish Jews (Sephardim), speaking the same dialect as the Jews of Saloniki. Looking at a peasant house in Bosnia, one can almost ascertain the religion of the inhabitants. The *raia* live in miserable shanties, composed of a room and a kitchen. The Moslem's house is more comfortable, with balconies around the upper floor, and the characteristic grilling at the window. Moslem women go strictly veiled.

"In Bosnia social interests and class division have caused the religious opposition to remain acute, and to keep its political significance. With the agrarian reforms to come, with the development of public education (which was at a very low level under Turkey and Austria), and with time it is to be expected that religion will cease to be a pretext for discord. As for the rest of Jugo-Slavia, religious tolerance and mutual respect for creed exist everywhere. A quick glance through Jugo-Slav history shows that religion has always taken the forms of national exaltation."

The conversion of the southern Slavs to Christianity was the work of the two famous apostles, Cyril and Method, who lived in the ninth century. The western part of the country—Croats and Slovenes—fell under the influence of Rome, and the Latin language was used in the church, while the Serbians kept an autonomous clergy, with its head (the metropolite) in Belgrade, and used the national language. Of the churchmen—

"The greatest figure in the Serbian church was St. Sava, a member of the powerful dynasty of the Newanitch. In the wars against the Turks, up to the end of the nineteenth century, the Serbian priests were officers in the militia. The same part was played by the Franciscans in Bosnia. For the southern Slavs the Cross and national freedom were inseparable ideas.

"In Croatia one finds the famous Bishop Strossmayer, of Zagreb, a friend of Mr. Gladstone, who had a deep influence over the cultural rebirth of the Croatian people. In June, 1914, a concordat was signed between Serbia and the Vatican, concerning the status and privileges of the Roman Catholic subjects of King Peter. Where Greek orthodoxy and Roman Catholicism coexist the line is sometimes hard to draw between them."

ILLITERACY AMONG AMERICAN CHILDREN—Many American-born children are growing up in illiteracy, according to the seventh annual report of the Chief of the Children's Bureau of the United States Department of Labor. And "unless prompt attention be given to the problem the children of the present generation will not be assured at least the elementary education which every citizen in a republic should have." *The Christian Work* thus summarizes the report:

"Of 19,696 children between fourteen and sixteen years old, to whom certificates were issued, more than one-fourth could not write their names legibly. Nearly 10 per cent. had never gone beyond the first grade, and considerably more than half were in the fourth grade or lower when they left school. Only about 3 per cent. were in the eighth grade, and about one in a hundred had reached high school.

"These children were native Americans. Of the whole number, only twenty-four were foreign-born. The responsibility for their neglect, the report points out, is not merely a local one. The United States is now offering to the States financial assistance and expert advice in providing for the vocational education of children. A similar national policy might well be followed in regard to elementary education."

THE GOLDEN RULE *VS.* THE RULE OF GOLD

THE LABORING MAN has been too long regarded as an "animated tool" instead of respected as an "immortal soul," and has been used as a mere machine for making money, declares Dr. Joseph Fort Newton, who advocates in *The Christian Century* (Disciples) the use of the golden rule for settling industrial differences. In common with several other writers in the religious press, he believes that only the principles enunciated by Christ can remedy a situation which legislation has failed to relieve, arguing that "democracy, as such, does not in itself supply any moral standard at all." It is certain "that if materialism is to reign we are doomed to an endless welter of wrangles and irritations and the destruction of civilization, one side striking and the other side striking back in a feud without end. Men of affairs now see that the only sure way to industrial peace is the spiritual way, hence the growing feeling that there is a spirit moving in man, greater than himself, worthy to fight and fit to overcome all that is wrong in society." This new attitude is observable in the final report of the President's Industrial Conference, we are told; and the study of it leaves us with "the suggestion that if employers, who are the normal leaders of the men in their employ, will deal with their men in a spirit of friendship and cooperation, introducing once more the human element, the lack of which is so great a tragedy in modern industry, we shall find ourselves far along the way toward a better day." Proper discernment shows us that—

"What is needed is a new spirit, a new motive, a new sense of our solidarity of interest and obligation, and a new leadership. The leaders of modern industry, the men who work the present system, whose hands are on its levers, who direct its policy—these men have it in their power to initiate a new era, changing the system to something which will really allow the spirit of Christ adequate scope and opportunity. Once they undertake it, there will be an amazing response, and we shall move forward without violence to a better order. . . . What labor wants is not simply material well-being, but that labor, as labor, shall stand on equal terms with capital, sharing in the management of industry, equally in its gains and losses, making good the fact that the interests of labor and capital are identical. . . . What we need is revolution in our way of thinking, and the rest will follow. The trouble is that, while professing Christianity, we have been thinking in terms of materialism. Proof is unnecessary; the plain fact is that we have inverted the true values of life, using men to make money instead of using money to make men. We have treated men as 'hands,' not brothers, animated tools, not immortal souls, and labor has been regarded as a commodity to be bought, not as something human into which the heart and mind of our fellows enter. . . . The way out is the way which the will of Christ would find were he called to do the work of leader in such affairs, and we may not hope to find it until we follow him. The stewardship of wealth, the spirit of service in industry, the reciprocity of the Golden Rule—these are the steps by which he would lead us, admitting all to these resources and opportuities which are needed for the full development of the highest human life."

Mere ethical teaching will of itself accomplish little, argues a writer in *Zion's Herald* (Methodist). "Only Jesus Christ can set the world right." Men will not cease to be selfish merely because they are told not to be so. It is only by drawing men closer to Christ that they will be drawn closer to one another; "when they start from the cross they will not stop until they—or others of like spirit—have carried social service around the world. Civilization comes by socialization, and socialization is derived alone from Christianization." And it is quite possible to moralize and Christianize the present social and industrial order, believes *The Congregationalist*, arguing that "if the Golden Rule can not separate profits from profiteering, nothing else can." Furthermore:

"It is as important for the Church to try to moralize modern business as it is for it to enter into a campaign of evangelism or a drive for money. The Church can not pass upon and adjust every detail of a complicated business, but it can and should strive by every legitimate means to help establish industrial justice in the world. The golden rule is not a pretty maxim to learn as a boy in Sunday-school and then forget when one becomes a business man. It is the only sure and sufficient principle on which buying and selling can rest."

Taking the ground that "labor disputes and strikes are not merely economic and sociological, but are more truly of a moral, and therefore religious, nature," Robert W. Mackreth, writing in *The Southern Churchman* (Episcopal), believes that "as a natural sequence, all the efforts of the Government to arbitrate, avert, and repress strikes have had a mere temporary and superficial result. The significance is apparent: moral questions can not be settled by legislation. The Church is the only corporate body which is adequately equipped to deal with this evil," and its activity "will not be substitutionary for, but supplemental to, legislation." In order "to break down imaginary barriers of hostile interests," this writer suggests that local churches in industrial centers appoint permanent committees to make special study of conditions with a view to suggesting remedies where necessary and to arrange community meetings in which employer and employee shall meet together on common ground for "personal and friendly intercourse." He urges a special effort to get the children into the Sunday-school, whereby the parents may more easily be induced to become members of the church; for "the main hope lies in the coming generation, who, if soundly trained and instructed, might change the face of the earth." In like strain Charles Stelzle, a union-labor man, arbitrator in industrial disputes, lecturer on problems between employer and employee, and a consulting sociologist, declares in *The Continent* (Presbyterian) that "there is an increasing conviction that religion is necessary for solution of the industrial problem, for, after all, the labor question is fundamentally a moral and religious problem. History has demonstrated it. Labor-leaders are coming to recognize it. The social-reform measures that workingmen are hearing most about prove it." Local federations of churches working through special committees and employed secretaries are suggested as agencies which could be used in unraveling local problems. "In the last analysis, the local church must make good, if Christianity is to win out. The Church throughout the country will stand or fall as the local church wins or wanes." A similar idea is conveyed by a writer in *The Christian Work*, who maintains that "it is the obligation of the churches to teach the value of sacrifice in the common life of to-day, and to point out that as great heroism and loyalty to the nation may be exprest in the work of peaceful industry as on the battle-fields of war. It is the obligation of the churches to stimulate the discussion of the problems of our human relations as moral issues, to promote conferences for a better spirit and understanding, and to create a Christian public opinion on social and civic problems."

Rev. Dr. John McDowell, secretary of the Presbyterian Board of Home Missions, who as a boy lost an arm while working in the coal-mines, and who since he entered the ministry has made special study of labor problems, has set forth these four affirmations as a basis on which the perplexing questions of the industrial order may be solved:

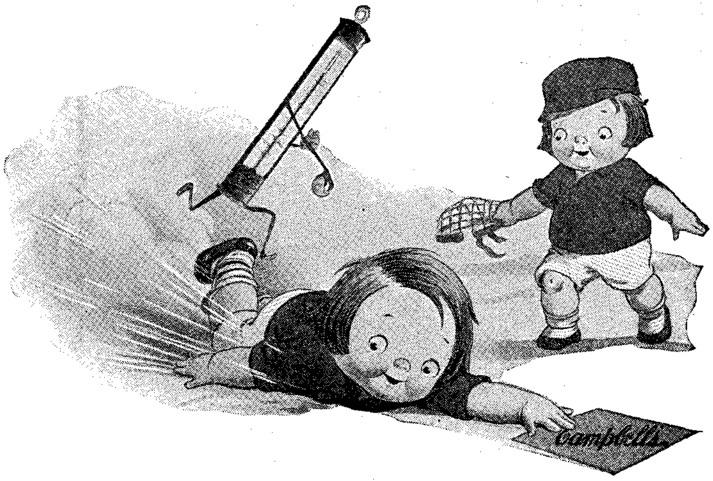
"1. Industry is the dominant factor in modern life. It dictates in legislation, commands in education, and is now insistent on being heard in religion. It is not too much to say that we are living in an age of industrialism.

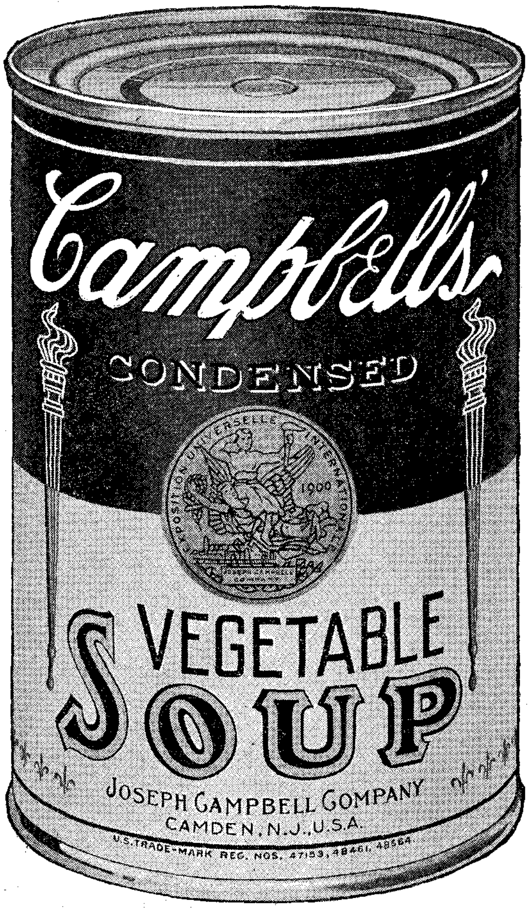
"2. Ideals will determine the nature and value of industry. If these ideals are Christian, industry will be Christian; if they are pagan, industry will be pagan.

"3. The highest ideals known to the world to-day are the Christian ideals.

"4. The Christian Church is under obligation to teach, to interpret, and to apply these Christian ideals to industry, if industry is to be Christian."

"Old Mr. Thermo, your gait
Just brings you a little too late
You hustle and race
Till you're blue in the face
But you never touch me at the plate"




Campbell's
CONDENSED
EXPOSITION UNIVERSELLE INTERNATIONALE 1900
VEGETABLE
SOUP
JOSEPH CAMPBELL COMPANY
CAMDEN, N.J., U.S.A.
U.S. TRADE-MARK REG. NOS. 47153, 48461, 48564

"Safe!"

Hot weather doesn't "put you out" when your physical condition is right.

Sensible living and nourishing, easily digested food are the best possible protection against the enervating effects of these sultry summer days.

The remarkable thing about Campbell's Vegetable Soup is the high percentage of nourishment it yields with almost no tax on digestion and requiring the least possible kitchen heat and labor.

With a supply of this tempting soup on your pantry shelf you are never without a wholesome and satisfying meal-course ready to serve in three minutes without worry or discomfort.

Get the full benefit of this ideal food for summer. Enjoy it often. Keep it on hand.

21 kinds **15c a can**

Campbell's Soups

LOOK FOR THE RED AND WHITE LABEL

CURRENT - POETRY

THE tribute here is obviously sincere, tho it is the psychology of woman rather than of man that achieves expression in the poem printed in the New York *Times*. Perhaps this better than anything points the moral of the modern war-verse, that of its fearless reality:

RAINS TO-DAY—IN FLANDERS

BY ELEANOR COCHRAN REED

'Tis sweet to lie and listen to the rain
Swish through the trees.
A thousand thousand leaves
Wake like a harp beneath the swift, sure touch,
The silver fingers of the falling rain.
How like a song it sounds,
Some high sweet litany,
With notes unnumbered as the endless leaves!
A thousand tones stirred from a thousand strings,
All blended in the singing of the rain.
Ah, after the wild thunder and the storm,
The burst of lightning and the forked flame,
The roaring torrent and the crashing sky,
'Tis sweet to lie and listen to the rain!

How strangely near seems boyhood's far-off day,
Now that I lie here dead, a nation's man
Full grown!
How strangely real comes back the boy I was,
How closely press his old forgotten dreams!
Can you not see him leave the rain-drenched world
To vanish up the musty attic stairs?
There, sprawled for hours upon the dusty floor,
He filled his soul with old, forgotten tales,
Old lore of bloody combat, stirring deeds
Of knights who fought the monsters of the world.
At last the endless music of the rain
Falling upon the roof—a magic song—
Swept all his senses like a pleasant drug,
Till, with his head soft-pillowed on his arm,
He slept—forgetting all the tales of blood.
Even so I rest it now upon my arm,
Giving myself to pleasant dreams—with all
The bloody strife forgot.
So sweet it is
To lie and listen to the falling rain!

IN lighter vein than Robert Frost, but with a wealth of observation "G. S. B.," who is still constant to the New York *Tribune*, gives his pictures of country folk. We are apprised here how "the people" suffer from the arrogance of "labor," in rural as in urban communities.

'TIS SIXTY YEARS SINCE

BY G. S. B.

The other day I met Elnathan Cobb.
"So-so," the old man said. "I've just been down
To get my paper. Three days out of five
Those dratted mail-clerks take the papers on
To Canaan or to Sheffield or some place,
Then send them down upon the four o'clock,
And we don't get them until almost night.
They're wearing watch-charms big as goose-eggs now
And fancy socks. It's no use to complain.
Nobody dares say 'Boo': their votes all count.
They do just what they please. Why should they care
Whether we hayseeds get the news or not?
When I hear folks like them make constant fuss
About their wrongs and rights, I sometimes think
How I was sexton of the First Church here,
In the late fifties, right before the war.
I swept the building out and built the fires;
Cleaned, filled, and lit the lamps and rang the bell.
I never missed a service. I received
Five dollars yearly. Abner Estabrook,
The senior deacon, after meeting once
Called me aside, out in the entryway.
I wondered what was up. 'Bub,' Abner said,
'Does the committee pay you well enough?'
'Yes, sir,' I said. (Oh, he was pretty smooth,
Was Abner!) 'Well, then, don't you think,' said he—
He really meant it, too—'that you can spare
Something for foreign missions?' Yes, he did."
"And so, of course, you gave your bit?" I laughed.
"What," asked Elnathan Cobb, "do you suppose
Abner would say if he came back to-day?"

THIS mordant observer of city tombstones did not venture to compete with Edgar Lee Masters. Had he done so the humor of his work might have been an added grace. Perhaps he was subdued by the faultless example of Gray and chose a poetic form that admitted no trivial mood. *The Outlook* (London) prints this:

AN ELEGY IN A CITY CHURCHYARD

BY A. L. S.

Beneath yon carven bust, yon pillared shade,
Where slab and monument oppress their dust,
The City worthies and their wives are laid—
Sleeping, it seems, the slumber of the just.

They knew no vices. These inscriptions tell
A constant tale of virtue and its pride:
No worshiping of self, no aims that fell:
Nobly they lived and piously they died.

Unstained the honors of each graven name,
Unsullied every record here enshrined;
The pompous annals of posterior fame
Proclaiming each the glory of his kind.

How grievously the world hath been bereft,
With what unmeasured loss, is thus made clear.
It seems the whole of human vice is left,
It seems the whole of virtue slumbers here.

Go to the haunts where mortals strive and toil,
Study thy fellows with impartial eye;
Then come and ponder o'er this hallowed soil
Where only faultless men and women lie.

HARD as it is to understand the real situation of Fiume, it seems equally hard to strike a clear note in a poem on the subject, tho that poem win the Garrison Prize of 1920 at Harvard. *The Harvard Advocate* in printing it does not say so, but we take it that poetry and not politics won the prize:

THE SPIRIT OF FIUME SPEAKS

BY A. MORLEY DOBSON, '21

I am a Queen whose palace is the sea,
And to my courts come men from all the last
Far ports, from South and East and West and North.
I bear the shield of Rome beside my own,
And through the long, dim centuries of night
I keep alive the fire of former years.

All through the darkness of departing years,
Alone between the mountains and the sea
I wait, a silent watcher in the night,
For the awakening that shall be at last,
When peace is come again into her own,
And Concord rules the kingdoms of the North.

Methought I heard a voice from out the North:
"O thou that canst remember other years,
Be patient, for thy glory is thine own.
Tho men betray thee, trust thou yet thy sea,
That never hath betrayed. O Queen, at last
Thy dawn shall rise—but first must pass the night."

I see a star that glowers in the night,
Blood-red, above the ranges to the North—
An evil star, foreboding strife to last
Bitter and without respite in the years
To follow—and I weep beside the sea,
Knowing that she will not forget her own.

My people—ah, my people will not own
Me now, but leave me helpless in the night,
Upon my rock above the rising sea,
To be the spoil of strangers from the North,
Crying, "Our Queen is broken with the years.
Let us away: her power can not last."

Yet I am still a queen; and at the last
My people will reclaim me for their own
And crown my brows with laurel in the years
Of peace and freedom: then by day and night
My greatness shall be sung through South and North
And in the farthest islands of the sea.

Ay, when the last clear dawn has vanquished night,
My foes shall own me sovereign in the North,
And I will rule my years beside the sea.

IF one does not read the article on "Bernhardi's New Book" one might read the poem of the famous Swedish author with more sympathy. The fact that it is difficult to adopt her point of view, however, need not blind us to the poetic qualities here displayed. The poem appears in *The American Scandinavian Review* (New York).

THE GODDESS OF PEACE

BY SELMA LAGERLÖF

(Translated from the Swedish by Charles Wharton Stork)

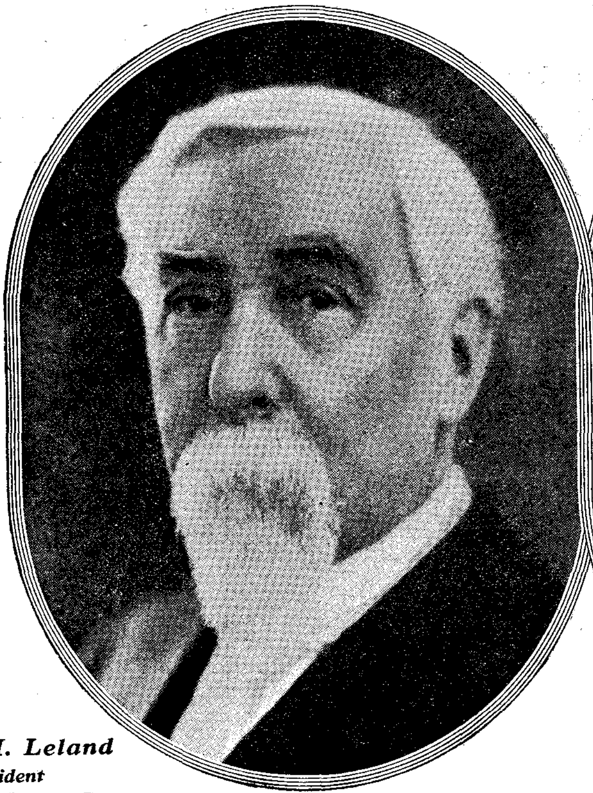
Peace, the one-time radiant goddess,
Now sits bent with heavy sorrow;
For the wicked war-troll, snatching
From its crib her lovely infant,
Left another brat as changeling,
Cross, claw-fingered, and misshapen,
Thirsting after blood and tear-streams,
Hungering, too, for death and ravage.
Peace, ah wo is thee, poor mother!

These two courses now are open:
Cast the troll-child from its cradle,
Leave it on the public highway,
Let it grow into a savage,
Free from all restraint of nurture,
Till it gains the strength of manhood;
Or adopt it to your bosom,
Take it to your mother bosom!

Yield not to the fit of anger,
But caress the changeling infant,
Tame it, Peace, with kind thoughts tame it,
Mold its nature with your mildness,
Till it lose its claws and tushes,
And at last some radiant morning
Be transformed into the lost one,
And you sit there, dazed with rapture
With your own child in your bosom.

The Leland Contributions to Motordom

Pioneers of the Industry, Henry M. Leland and Wilfred C. Leland, Organizers of the Lincoln Motor Company, have been outstanding factors in Motor Car Development



Henry M. Leland
President
Lincoln Motor Co.

Wilfred C. Leland
Vice-Pres. & Gen'l Mgr.
Lincoln Motor Co.

Looking back over the progress of a generation, it would be difficult to recall anything which has contributed to the welfare of civilization and to the healthful enjoyment of mankind more than has the motor car.

Recalling the achievements which have marked the beginnings of various epoch-making periods in motordom, where do you find examples more impressive or which have been more far-reaching in their influence than those inaugurated by the Lelands during the past eighteen years, with the co-operation of thousands of skilled and loyal associates;

—the first practical, enduring car, made in large numbers;

—the thorough standardization and interchangeability of parts;

—close and fine workmanship, expressed by accuracy measured in thousandths of an inch and even in fractions of a thousandth;

—the initial adoption in motor car workmanship of the Johanssen gauges, accurate to the one-hundred-thousandth part of an inch—instruments which have helped to make possible such wonderful precision;

—scientific practices and methods in manufacture, which made possible a car of highest quality, at a price then far below prevailing figures for a comparable product:

—the electrical system of starting—lighting—ignition;

—the thermal regulation of the water circulating system;

—the V-type, *high speed*, *high-efficiency* engine, the influence of which upon the industry has been almost immeasurable?

As a crowning achievement, one has but to observe their record both as to quantity and quality of Liberty aircraft motors.

And to the Lelands is due a multitude of other things—in manufacturing practices and in motor car refinement—some seeming small in themselves perhaps, but almost limitless in their influence and incalculable in their value in making motor cars the wonderful mechanisms they are today.

The Lelands have been favored by an additional advantage in that usually they have been afforded first opportunity to consider new devices developed by independent and unaffiliated genius.

This because it was realized that the seal of Leland approval spelled success in motordom, and that generally it meant ultimate adoption by other good-car makers.

Entering the industry practically at its inception, the Lelands soon became recognized as possessing two predominant traits: first, to achieve and to surpass—for the sheer satisfaction derived from those accomplishments: second, to strive unceasingly for the betterment of motor cars, in everything that betterment signifies—to make them more trustworthy, to make them more enduring, to make them a source of greater comfort, to provide greater conveniences, to make their care and their operation unirksome—in short, to make their possession more desirable from every viewpoint.

Is it not logical, therefore, that men recognized as foremost exponents of advanced ideas, will guard and preserve that enviable distinction?

In the light of past accomplishments, could anything be more logical than that the new Leland-built car will embody refinements naturally to be expected of men occupying positions in the forefront of advancement—positions to which the serious-minded in the industry are wont to aspire?

And in the light of past accomplishments, could anything be more logical than that the new Leland-built car will uphold Leland traditions: and that it will evidence, more impressively than ever before, Leland determination and Leland ability to achieve—and to surpass?

LINCOLN MOTOR COMPANY, DETROIT, MICHIGAN

WORLD-WIDE-TRADE-FACTS

FOREIGN TRADE OF U. S. IN FISCAL YEAR 1920

THE FOREIGN TRADE of the United States in the fiscal year which ends with this month will make a new "high record." In both imports and exports, says a statement by the National City Bank of New York, the figures of the fiscal year 1920 [ending June 30] will exceed in value those of any preceding year. Exports will apparently exceed 8 billion dollars against 7¼ billions in the fiscal year 1919, 6¼ billions in 1917, and 2⅓ billions in the year immediately preceding the war. Imports will make the astonishingly high record of $5,000,000,000 against $3,000,000,000 in 1919, a little over $2,500,000,000 in 1917, and less than $2,000,000,000 in 1914, the fiscal year ending June 30, preceding the war. The total foreign trade of the year will exceed 13 billion dollars against 10⅓ billions in 1919, slightly less than 9 billions in 1918 and 1917, and 4¼ billions in the year prior to the war.

Raw manufacturing material showed by far the largest growth on the import side and will apparently exceed $2,000,000,000 against $1,250,000,000 in the former high-record years 1919 and 1918, and $633,000,000 in the fiscal year preceding the war. Manufactures exported will show a total of about $3,750,000,000, only exceeded in 1917 when war-materials were being exported in enormous quantities, and $1,100,000,000 in the prewar year 1914. Manufactures exported will be three and one-half times as much in value as in the year before the war and raw manufacturing material imported three times as much in value as in the prewar year.

Foodstuffs exported will show a smaller total than last year, but foodstuffs imported will be nearly double in value those of any earlier year, aggregating nearly $1,500,000,000 against $832,000,000 in 1919, $750,000,000 in 1918, and $678,000,000 in 1917. This enormous increase in the value of foodstuffs imported is due in a large degree to the advance in prices of sugar and coffee. Sugar imports alone seem likely to show a grand total of over $500,000,000 against $309,000,000 in 1919 and $237,000,000 in 1918, while coffee imported will approximate about $230,000,000 against $143,000,000 in 1919 and $103,000,000 in 1918. Cocoa also shows a tremendous increase and will aggregate for the year about $80,000,000 against $36,000,000 in 1919, these increases in the value of sugar, coffee, and cocoa imported being due in large degree to higher prices, tho the quantities in each case also show large increases despite the higher price at which the importations occur.

This large increase in both imports and exports occurs in the trade with all parts of the world. Europe, which sent us in the fiscal year 1919 only $373,000,000 worth of merchandise, is sending us this year considerably over a billion dollars worth, or practically three times as much as in 1919, despite the assertions made last year that Europe would have little which she could spare to the United States. She is taking from us this year nearly $5,000,000,000 worth of merchandise against $4,635,000,000 worth in 1919, and $4,325,000,000 worth in the high record year of the war, 1917, this increase in her purchases from us occurring chiefly in manufacturing material, since the foodstuffs exported, going chiefly to Europe, show, as above indicated, a slight decline, and raw material, mostly cotton, also going chiefly to Europe, shows a very large increase.

The gains in imports from Europe occur chiefly in manufactures, precious stones, and art works. Imports of precious stones alone, practically all of which come from Europe, will show a total of about $120,000,000 against $52,000,000 in 1919 and $32,000,000 in 1918; art works, chiefly from Europe, will show a total of nearly $30,000,000 against $7,000,000 in 1919, and manufactures as a whole, drawn largely from Europe, will aggregate over $1,500,000,000 against slightly less than $1,000,000,000 in 1919.

Trade with South America shows large gains in both exports and imports, and will total about $1,350,000,000 against slightly less than $1,000,000,000 in 1919, while that with Asia will aggregate about $2,200,000,000 against $1,434,000,000 in 1919.

GOLD AND SILVER

(From a report of the United States Bureau of Foreign and Domestic Commerce)

	ELEVEN MONTHS ENDING MAY		Increase* Decrease†
	1920	1919	
GOLD			
Imports	$123,777,460	$36,229,273	$87,548,187*
Exports	461,272,731	33,602,695	427,670,036*
Excess of imports	....	$2,626,578	....
Excess of exports	$337,495,271	....	....
SILVER			
Imports	$96,337,935	$71,746,582	$24,591,353*
Exports	174,621,646	288,566,191	113,944,545†
Excess of imports	....	....	....
Excess of exports	$78,283,711	$216,819,609	....

IMPORTS AND EXPORTS OF GOLD AND SILVER, BY MONTHS

	GOLD		SILVER	
	1919–20	1918–19	1919–20	1918–19
IMPORTS				
July	$1,846,495	$2,596,886	$5,528,037	$5,220,017
August	2,490,489	1,554,838	8,327,128	7,256,942
September	1,471,628	2,610,836	7,539,452	7,172,039
October	4,969,595	1,470,239	8,722,430	6,766,239
November	2,396,770	1,920,209	7,018,621	5,490,246
December	12,914,036	1,765,692	9,684,812	4,330,245
January	12,017,551	2,113,217	8,816,853	5,576,281
February	4,473,360	3,944,839	12,471,417	6,756,665
March	16,985,222	10,481,197	9,440,968	8,197,748
April	48,524,455	6,691,795	10,705,322	7,066,781
May	15,687,859	1,079,525	8,082,895	7,913,379
June	....	26,134,460	....	7,078,684
Eleven months ending May	$123,777,460	$36,229,273	$96,337,935	$71,746,582
Twelve months ending June	....	62,363,733	....	78,825,266
EXPORTS				
July	$54,673,227	$7,199,908	$8,262,147	$40,685,701
August	45,189,318	3,277,134	13,808,877	20,549,127
September	29,050,466	2,283,929	12,927,941	10,340,187
October	44,148,990	2,178,149	12,269,679	32,037,469
November	51,857,796	3,047,907	19,052,177	7,150,451
December	46,256,939	1,579,996	30,594,791	48,306,176
January	47,816,873	3,396,098	24,627,678	19,615,236
February	43,023,376	3,110,153	15,865,081	33,100,174
March	47,049,586	3,803,229	13,938,607	23,106,492
April	44,644,477	1,770,057	16,412,538	25,076,574
May	7,561,683	1,956,135	6,862,130	28,598,604
June	....	82,972,840	....	12,608,359
Eleven months ending May	$461,272,731	$33,602,695	$174,621,646	$288,566,191
Twelve months ending June	....	116,575,535	....	301,174,550

TRADE WITH GERMANY IMPROVING—Trade relations with Germany, according to Dow, Jones & Co. reports, show an increase over official figures of 1919. In May, 1919, the total value of imports from Germany was only $90,330; in May, 1920, their value was $4,849,850. During the eleven months ending May 31, 1920, the value of our German imports was $36,545,902 as against $67,985 for the same period in 1919. In May, 1920, the United States exported to Germany goods to the value of $20,848,231; in the same period in 1919 the value was only $60,814. During the eleven months ending May 31, 1920, exports were valued at $182,475,925 as against $60,869 for the same period in 1919.

A nation-wide service
to lengthen the life of automobiles
Any motorist can have it—free

THE summer of 1920 is opening up as the biggest touring season the country has ever had. Probably more than a million cars will start out from cities, towns and farms in all parts of the United States, for trips of from two days to two months. Many of these will go into the Great Backwoods, far from garages and auto-supply stores.

Only a new, inexperienced motorist will start out on a trip of this kind without first getting expert advice on *how to avoid trouble on the road.*

The one thing that counts in "running" a car successfully

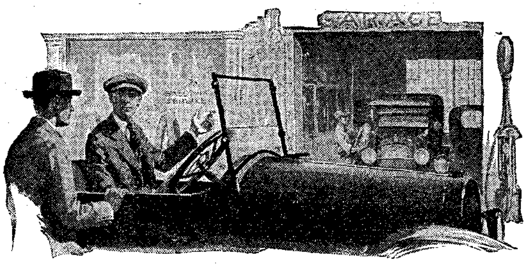
Whether your car is a pleasure or a source of worry depends largely upon the care it receives.

Yet not one man in four has the actual mechanical skill he ought to have.

Every motorist needs the advice of someone who knows.

How experienced car-owners avoid the usual string of unnecessary troubles

There is one way for the car-owner to get the advice he needs. In the United States there are 50,000 garages and automobile accessory dealers, scattered from coast to coast.



"It's my secret of never having any trouble—getting the advice of the man who knows."

These men constitute a nation-wide service that any motorist can make use of. Every one of them has back of him an average term of experience of from four to five years—four to five years *studying automobile troubles and how to avoid them.*

These accessory dealers and garage owners realize today that it is not enough merely to furnish the supplies the motorist asks for, or to make repairs after the damage has been done. They are ready and eager to give *service*—service in the "little things" of upkeep—service that means studying the special problems of each one of their customers and *solving* those problems *for them.*

Little suggestions that are worth hundreds of dollars a year

The up-to-date dealer selects his merchandise with his customers' needs in view. He can save the car-owner the cost of needless accessories just as he can recommend the purchase of those which will be the most satisfactory.

Continued smooth, safe running—long life with slow depreciation—a car that continues to look new —these are the results of keeping in touch, through the dealer, with the valuable new accessories that are always coming on the market.

It is not too much to say that the car-owner who welcomes the ideas and follows the advice of his dealer can lengthen the life of his car from two to five years, and save hundreds of dollars in operating it.

To every car-owner in the United States, we make the following suggestions:

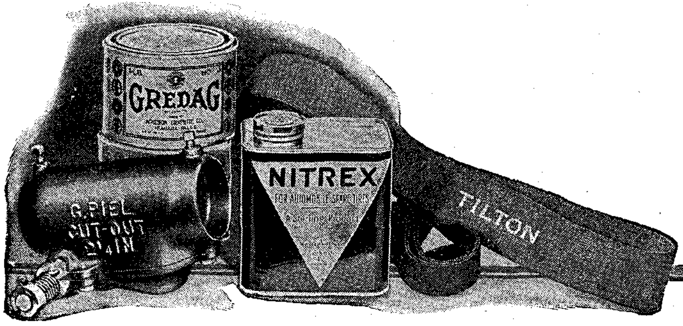
Keep in close touch with your local garage man and accessory dealer. Tell him when anything goes wrong on your car. Get him to take a personal interest in how your car runs.

Be guided by his advice in the matter of repairs and accessories. Above all, don't try to "go it alone."

Don't try to make technical decisions without the technical knowledge.

Trust your dealer, make a friend of him, and take advantage of the service he is ready to give.

This announcement is one of a series being presented in the interests of a closer relationship between the motoring public and the dealers who supply their needs.



Acheson Graphite Co., Makers of Gredag Lubricants
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G-Piel Co., Makers of G-Piel Muffler Cut-Out and Long Horn
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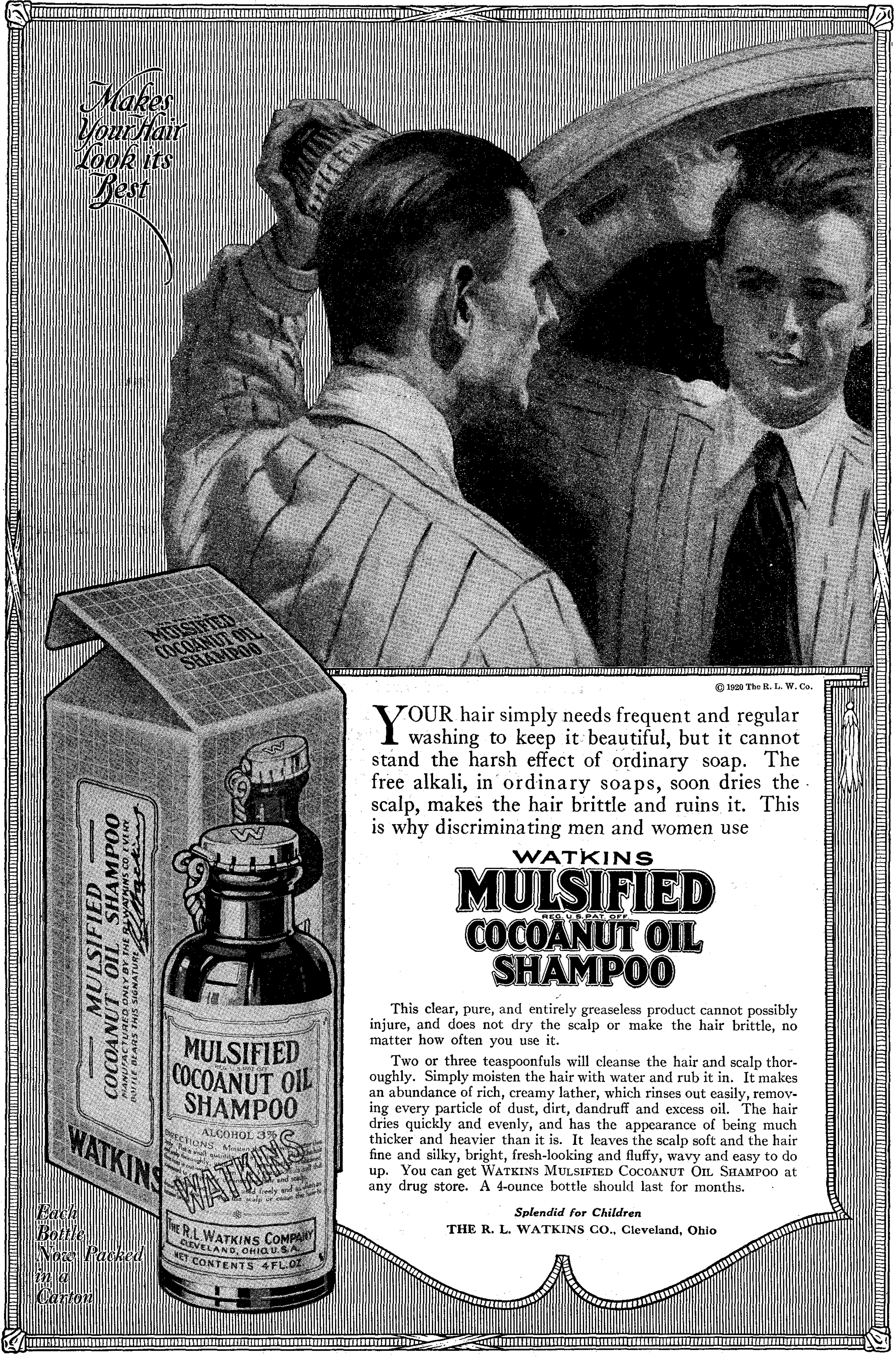
Makes Your Hair Look its Best
MULSIFIED COCOANUT OIL SHAMPOO
MULSIFIED — COCOANUT OIL SHAMPOO
MANUFACTURED ONLY BY THE R.L. WATKINS CO. EVERY BOTTLE BEARS THIS SIGNATURE
WATKINS
MULSIFIED
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COCOANUT OIL
SHAMPOO
ALCOHOL 3%
DIRECTIONS
WATKINS
THE R.L. WATKINS COMPANY
CLEVELAND, OHIO U.S.A.
NET CONTENTS 4 FL. OZ.
Each Bottle Now Packed in a Carton

© 1920 The R. L. W. Co.

YOUR hair simply needs frequent and regular washing to keep it beautiful, but it cannot stand the harsh effect of ordinary soap. The free alkali, in ordinary soaps, soon dries the scalp, makes the hair brittle and ruins it. This is why discriminating men and women use

WATKINS

MULSIFIED

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COCOANUT OIL SHAMPOO

This clear, pure, and entirely greaseless product cannot possibly injure, and does not dry the scalp or make the hair brittle, no matter how often you use it.

Two or three teaspoonfuls will cleanse the hair and scalp thoroughly. Simply moisten the hair with water and rub it in. It makes an abundance of rich, creamy lather, which rinses out easily, removing every particle of dust, dirt, dandruff and excess oil. The hair dries quickly and evenly, and has the appearance of being much thicker and heavier than it is. It leaves the scalp soft and the hair fine and silky, bright, fresh-looking and fluffy, wavy and easy to do up. You can get WATKINS MULSIFIED COCOANUT OIL SHAMPOO at any drug store. A 4-ounce bottle should last for months.

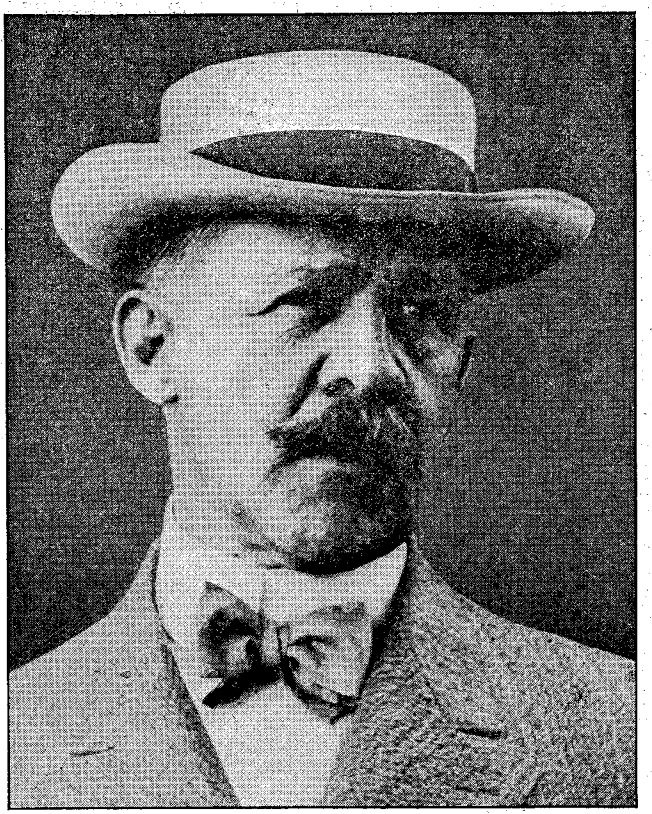
Splendid for Children

THE R. L. WATKINS CO., Cleveland, Ohio

PERSONAL GLIMPSES

GEORGE W. PERKINS, "A NEW-FASHIONED AMERICAN"

WHEN HE WAS FIFTEEN YEARS OLD George W. Perkins gave up the idea of a college education in order to enter the university of practical experience, and before he was forty he had won nearly all the honors that that great institution is able to bestow. Into the eighteen years that followed, rounding out his life of less than three score, he crowded many activities as an "apostle of social betterment," as a political reformer, and as a philanthropist. In order to take up these later lines of work, he resigned his place in the banking firm of J. P. Morgan, with the simple but rare comment that he had made money enough. He incorporated the United States Steel Corporation, organized the International Harvester Company, aided in raising vast sums necessary to carry on the Y. M. C. A. activities at home and abroad, and constructed the Palisades Interstate Park, which to him was one of his crowning achievements. His aggressive, progressive spirit carried him into politics, and, always a stanch supporter of Roosevelt, he was one of the founders of the Bull Moose party. Of other interests, philanthropic and industrial, he had such a number and variety as only a man of complex intellect could understand and control. Mr. Perkins's life was conducted on a certain rule of three. He believed the world of business was built on men, money, and machinery, and that not the least of these was men. He made money, he became rich; but the greater part of his energy was devoted to making men, to improving the lot of humanity. Some years before he died he gave up money-making altogether, and devoted himself to those causes which he believed would best serve the interests of his fellows and contribute to the general welfare and happiness. Riches opened to him no door of idleness, writes Frank A. Munsey, the publisher, in *The Sun and New York Herald*. "He owned no racing stables, no steam-yachts. Indeed, as the years accumulated, the greater became his burdens." It was after his retirement from business that the strain most told on him. "In these years he has given his time almost entirely to the service of the public. It is here that he made the final sacrifice, here that he gave his all, the last remaining ounce of his inherent energy and will, so richly and rarely endowed." "He was a new-fashioned American," says the New York *Tribune*, one who "had the courage to break with tradition that leads so many to die in harness at the old occupation. He quit active business while in the prime of life. Why make more money? Other things were interesting. So he burned rather than rusted out." The Newark *News* adds the tribute that "to what he undertook he brought the determination, the executive ability, the fearlessness, energy, and far-sightedness he had shown as a leader in banking, insurance, and the organization of industries." And as a man of vision—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"MONEY, MACHINES, AND MEN."

These were the three things George W. Perkins worked for. The latter third of his life was devoted almost exclusively to making better men.

> He was one of the first of the men associated with big business to advocate profit-sharing, sick benefits, old-age pensions, and stock-purchasing by employees, which were looked upon by many at the time as panaceas for the cure of industrial unrest. For this his associates counted him among the radicals. And if these have not proved to be the cure-alls they were thought to be when they were first urged, it must still be said of Mr. Perkins that he had the vision to prophesy that forbearance and cooperation must mark the future of industry. His mind ran on the right track even if he had not thought through the specific means of accomplishing what he had in mind.
>
> His limitations, it is fair to bear in mind, were not his alone. They belonged to the group of men with whom he was associated and who performed a useful service, altho what they set out to do had to be carried forward by others better qualified to grapple with the great problems raised. Had they had greater courage, greater insight, greater freedom from political trammelings, they would have contributed more to the cause of liberalism and progress; but they did their bit and deserve a full measure of credit for it.
>
> Mr. Perkins's memorial in this vicinity is the Interstate Palisades Park. "If it hadn't been for Perkins," one of the commissioners once said, "we never would have had this, even tho he wanted his own way too much and was bound to have it. That is apt to be characteristic of forceful men who follow their vision, and it is something that may be easily borne with as a small price to pay for getting fine results."

Mr. Perkins was born in Chicago, January 31, 1862, the son of George Walbridge Perkins and Sarah Louise Perkins. Tho his father was a man of comfortable circumstances, the boy chose to begin business instead of continuing school, and at the age of fifteen he entered the Chicago office of the New York Life Insurance Company, with which his father was connected. He remained with the company for twenty-six years, gradually acquiring a larger influence in its affairs, until in 1903 he was one of the vice-presidents and chairman of the financial committee, which controlled the investments of its enormous reserves. Continuing the story from the New York *Evening Sun:*

> During the years he was with the New York Life Mr. Perkins touched each rung of the ladder of success. He learned the life-insurance business as few men ever learn any business, becoming intimate with every phase of its ramifications. He was successively office boy, bookkeeper, cashier, inspector of agencies, superintendent of agencies, in charge of the agency force, and vice-president. It was said in Wall Street that in the life-insurance business Mr. Perkins learned how to get along with men, and that this understanding of human nature was the largest factor in his rapid rise in the world of finance.
>
> His progress with the New York Life was the steady advance of a man who ably discharges the duties of one position while

qualifying for another. From office boy on probation he obtained a clerkship before he was sixteen years of age, and was cashier of the Cleveland office when he was twenty-one. As inspector of agencies in the Rocky Mountain district, which included eight States, Mr. Perkins learned all there was to know about the agency end of life insurance, and suggested many improvements and innovations which stabilized the agency force of the company and added to its strength throughout the country. In 1892 the company created the office of third vice-president and appointed Mr. Perkins to that position, placing him in charge of all the company's agencies. A short time later he was elected a member of the board of trustees, and in 1898 he was made second vice-president and placed on the finance committee. In 1900 he was chairman of the finance committee and in 1903 was promoted to the vice-presidency.

Mr. Perkins early attracted attention by his success in the larger field of insurance management. The story of how he secured permission for the New York Life Insurance Company to do business in Germany, Switzerland, Austria, and Russia is one of the most fascinating tales of American business, and indicated his great resourcefulness. In order to enter Russia, he had to bring to New York and float a bond issue for the Russian Government.

As Mr. Perkins attained success he rapidly developed a larger outlook on business, and this development led him later to surprize all his business associates and to become identified with the radical or progressive movement in Republican politics. Those who knew Mr. Perkins in 1912 merely as the financier whose desk had for some years been next to that of J. Pierpont Morgan were surprized at his political action, but those who had known him more intimately immediately saw that he had for years been developing a liberalism which would inevitably ally him with the most progressive thought of the times. He was the first of the big business men of America to learn the value of cooperation and to substitute it for competition.

His management of the agencies of the New York Life showed his keen foresight in this direction. When Mr. Perkins began to reach a position of importance in the insurance world he found the agencies in a deplorable condition. The men who actually "write the business" were an improvident lot, apt to change from one company to another. To establish a community of interest between the men and the company, Mr. Perkins organized the "Nylic" system, a profit-sharing plan which became the triumph of the insurance world. This system was really a sort of savings institution in which the company contributed, adding to the savings of the agents. The plan was so successful and so stimulated the work of the agents that, while cutting down expenses, in eight or nine years the volume of the company's business increased from $125,000,000 to $347,000,000 a year.

Mr. Perkins later followed this success with a plan of profit-sharing in the United States Steel Corporation, which is still followed by the selling of preferred stock to employees at below the market price, and in the International Harvester Company, which he organized.

The story of Mr. Perkins's entry into the firm of J. P. Morgan & Co. has become one of the traditions of Wall Street. It is said that the insurance man called upon Mr. Morgan to secure a subscription toward a fund of $125,000 to start the work of creating the Palisades Park. Continuing:

When the matter was laid before Mr. Morgan the great banker promptly offered to head the list with a subscription for $25,000. Then he turned to Mr. Perkins and said:

"I will give the whole $125,000 if you will do something for me."

"What can I do for you, Mr. Morgan?"

"You can take that desk over there and go to work," replied the financier. "I have had my eye on you for a long time and I want you to come with me as a partner."

Mr. Perkins declined the offer at the time and his explanation, subsequently given, is illuminating.

"I have never been in this world merely to make money," he said; "I early learned that any man who starts out merely to make money never gets very far, for he will ruin his health or sacrifice his friends, or drive so hard that there is nothing in it. I was brought up in the life-insurance business. It is not a charitable institution, but it is a business in which you deal with human beings and where you are doing something for the people.

"I had worked up from office boy to the highest salaried insurance position in the world—$75,000. My heart was in the work. I was striving with all my might to put the New York Life in the premier place among the insurance companies of the world. I had spent much time in Europe in efforts to obtain licenses to do business there and we had succeeded in gaining admittance to every civilized country on the face of the earth. It was a big, difficult, but fascinating task and I did not want to give it up even for the honor and emolument of a partnership in J. P. Morgan's."

Some time later, however, it was arranged that Mr. Perkins should go into the firm, also retaining his position with the insurance company. This dual relation, which began in 1901, lasted until 1905, when Mr. Perkins finally relinquished his connection with the insurance business.

Shortly after he established his connection with the great banking-house, Mr. Perkins was assigned to help in the task of organizing the United States Steel Corporation and made an important trip abroad in its interest. He was the prime factor in the organization of the International Harvester Company, and was active in the organization of the International Marine.

December 31, 1910, Mr. Perkins announced his retirement from the firm of J. P. Morgan & Co., "for the purpose of devoting more time to work of a public and semipublic nature, notably profit-sharing and other benefit plans." Mr. Perkins early showed a realization of the responsibility which capital has to the public, and even when in the thick of the game of big business he laid down doctrines which were considered by his business associates to be extremely radical. Speaking on "The Modern Corporation" at Columbia College several years before his retirement, he said:

"The corporations of the future must be those that are semi-public servants, serving the public, with ownership wide-spread among the public, and labor so fairly and equitably treated that it will look upon its corporation as its friend and protector, rather than an ever-present enemy; above all, believing in it so thoroughly that it will invest its savings in the corporation's securities and become partners in the business."

Mr. Perkins was one of the chief witnesses in the famous Armstrong investigation into the big insurance companies and the disclosures made at that time resulted in his arrest on the technical charge of grand larceny because he had contributed $48,500 of the insurance company's funds to the Republican campaign committee—a practise which was general in those days. He was subsequently acquitted and immediately returned the money, with interest, to the insurance company out of his own pocket.

In 1912 Mr. Perkins became nationally prominent by his espousal of the Progressive cause, and he was characterized by Colonel Roosevelt as "probably the most useful man in the Progressive party." As chairman of the executive committee of the Progressive National Committee, he gave to the campaign all the stupendous energy which had characterized his business life. From the time of the Republican break in the 1912 convention he became the stormy petrel of American politics, and around him waged some of the bitterest controversies of the times. But through it all he remained constant to Colonel Roosevelt. He continued in politics, and, as we read:

As late as 1918 his political influence throughout the nation was vital, and, more than any other man in the country, he was credited with bringing about the election of Chairman Will H. Hays of the Republican National Committee. Had Colonel Roosevelt lived there seems no reason to doubt that Mr. Perkins would have headed the movement, well under way at the time of his death, to make the Colonel again the leader of a reunited Republican party.

Upon the entrance of America into the Great War Mr. Perkins threw himself whole-heartedly into the solution of problems arising out of the conflict. He was one of the first men in America to realize the importance of food conservation and headed a committee named by the late Mayor Mitchel to prevent abnormal increases in the prices of foodstuffs. At one time Mr. Perkins himself bought enormous quantities of food and shipped it into New York in an effort to prevent extortion by dealers who were raising prices. In September, 1917, he was nominated by Governor Whitman to be chairman of the State Food Control Board, but was refused confirmation by the State Senate after a bitter struggle. This defeat, however, was accepted with good grace, and he continued his campaign for cheaper food with as much vigor as ever. A typical incident occurred during the struggle over his appointment as head of the State Food Board. Samuel Fraser, representing several agricultural societies opposed to the appointment of Mr. Perkins, was asked why he did not state publicly his reasons for this action. Fraser replied that they couldn't get space in the papers.

"Write your side of the case," said Mr. Perkins, "and I will get it printed."

Mr. Fraser did, and in 140 New York newspapers Mr. Perkins

STEEL
SERVICE

Steel is born in movement. Molten, it streams from the furnaces a cascade of flame. Then the growling rollers crush the color from it, and it emerges cold and hard and gray.

But it flows on. Under the gleaming arcs of the warehouses, the passing shadows of the cranes bear witness to its endless movement.

The world is still abed when the day's orders have reached the waiting steel.

At a given moment the streams of bar and plate and bolt converge. The door of a waiting freight car slams. And presently the steel settles to its appointed duty—the girders of an office building or a humble wagon bolt.

JOSEPH·T·RYERSON & SON

CHICAGO ST. LOUIS DETROIT BUFFALO NEW YORK

paid for the printing of an attack on himself. The advertising bill was more than $25,000.

Mr. Perkins was chairman of the War-Work Council of the Y. M. C. A. and a member of the Executive Committee of the United War-Work Campaign, which raised more than $200,000,000 for relief work among the soldiers of the American Expeditionary Force. He left in December with Mortimer L. Schiff, of the Finance Committee of the Jewish Welfare Board, to spend two months abroad in studying the problem of expending the big fund, the signing of the armistice making necessary a readjustment of the plans of the seven Allied organizations for which the money was contributed.

It was said of Mr. Perkins that he worked harder after he retired from active business than he ever did before. He was a member of thirty-five non-business societies and associations interested in public welfare, education, and other problems of a social nature. His work for the Palisades Park was among his most notable achievements. He was one of the first to begin the movement to save the Palisades from the greed of stone quarrymen, and he labored day and night to interest others in the project. He accepted the chairmanship of the commission to develop plans for the Palisades Park and developed the colossal scheme of creating not only a local playground, but a great interstate park, running all the way from Fort Lee to Newburgh along the west side of the Hudson River. He retained his interest in this work and was president of the New York Palisades Interstate Park Commission at the time of his death.

He was also a trustee of Vassar College, a director in the Y. M. C. A., a member of the board of managers and executive committee of the New York Botanical Garden, honorary vice-president of the Park District Protective League, a trustee of the New York Scenic and Historic Preservation Society, a member of the American Iron and Steel Institute, of the American Federation of Arts, the American Society for the Judicial Settlement of International Disputes, the Pilgrims, the Illinois, and the Ohio societies of New York.

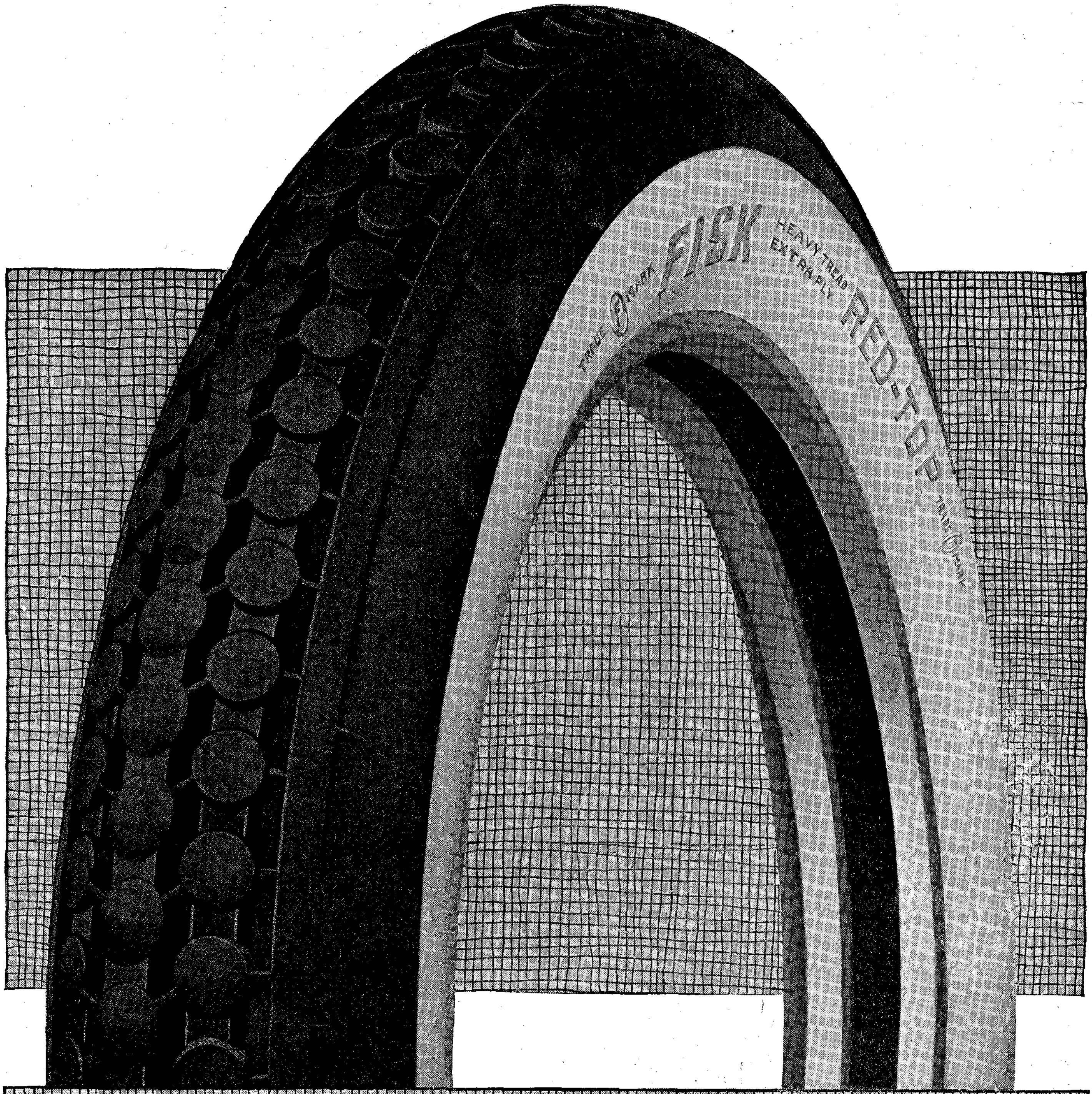
TOM-CAT VIBRATORS, "HAMLETS," AND ORDINARY "REDS"

A BAND OF I. W. W.'S some years ago began to "whoop it up" strenuously for their peculiar brand of world-saving faith in a Middle-Western city, the story goes. The "Wobbly" Hall resounded to blood-curdling oratory, and scads of red-hot manifestoes littered the entrances to all the factories. A delegation of business men, "scared stiff," called on the Mayor and asked him to please do something to suppress this radical outbreak in their midst. His Honor listened calmly to the excited citizens and then told them he didn't like their ideas of suppression. "They'd only capitalize it and get a gang of these moneyed Parlor Socialists to back them up," said he sagely. "But leave it to me. I'll get rid of 'em." So the committee left, but with misgivings. The Mayor called up the papers, and in almost no time there was a gathering of alert young reporters in his office with whom he held secret converse for a half-hour, while sundry sounds of hilarity were heard to issue from the star chamber. Thereupon a campaign of uproarious publicity broke loose, during which the doings of the I. W. W. and their bewhiskered messiahs were head-lined in the papers and burlesqued until the whole city was laughing. The outbreak of radicalism changed from a menace to a joke so completely that before long even the fire-breathing spellbinders themselves became affected, ceased being tragic, and their meetings degenerated into a series of comic shows for the entertainment of the populace. Within three months the fad had worked itself out and it is said that radicalism has not shown itself in that city since. This story, according to Harold Lord Varney, writing in *McClure's Magazine* (New York), furnishes an example of an official who knew how to deal with radicalism because he understood the psychology of the persons responsible for the outbreak in his city. He treated them simply as a set of excessively vain human beings. While the circumstances in another city might make a different line of action desirable, we are assured that the general method pursued—that of psychologizing the situation—may be recommended in dealing with radicals anywhere. Prefacing his discussion of radical psychology, Mr. Varney states that he has lived among radicals for nearly eight years, for a time taking them with profound seriousness, and he has come to the conclusion, after these years of personal contact with them, that they form a type unto themselves, and that they differ from all other men in temperament, emotions, and impulses. He says he has found in every radical group three kinds of people: Humanity-Savers, egotists with much vanity and no sense of humor; *Hamlets* and dilettantes, emotional men who dream dreams and are carried away by fads; and below these the rank and file. The most conspicuous are the Humanity-Savers, we are told, who "have entered the radical movement, not so much because they want to push Marx's program, but because they want to get an audience to listen to their own programs." We read:

> In my experience with radicals I have listened to nine hundred and ninety-nine programs of emancipation. The next time I go into a radical headquarters the thousandth man will tell me his. It is from such as these that the limelight heroes of the labor movement are chosen.
>
> Of course, Big Bill Haywood comes to mind as the outstanding representative of this type. He is the one figure, thrown up out of the turgid waters of the I. W. W., who has become a personage. He bulks in the history of his time. To his revolutionary followers he bestrides the world of labor like a heroic colossus. To the newspaper-reading public he embodies all that is arresting, all that is romantic, all that is glitteringly perverse in the mounting labor revolt.
>
> When Big Bill was only a newspaper legend to me I was also among his worshipers. To me he was the strong man of America's future—the Napoleon, the Jean Jaurès. In later days I would have characterized him as the Lenine of America's labor revolution. Then came the time when I worked beside him—was in daily contact with him. Probably no disappointment in my radical experience was as great as my disillusionment in regard to Haywood. The legend had been so glamorous, and the reality, I found, was so petty.
>
> I found him in no wise typical of the Humanity-Savers, of whom he was the chief. I found him in no wise even typical of the I. W. W. I had expected to meet a man of magnetism, of flashing inspiration and subtle plans. Instead I met a broken, senile opportunist, an uninspired mediocrity, occupied with the petty spites of organization politics and drifting planlessly, propelled by the dying momentum of his newspaper reputation; an ease-loving man, mountainous with cloying fat, haunted by the fear of jails and the longing for peace, and yet driven by a veritable perversity to follow the most strenuous of careers. Such is the present-day Haywood.
>
> An illustration will fill in the picture. I was present some months ago at a bitter combat between Haywood and the then editor of *Solidarity*. It was a silly shindy—one of those encounters where grown men, suddenly become boys, bawl epithets and obscenities at each other. There were wild threats and an ugly moment when we thought they would fight. Most of us were evil enough to wish that they would. Finally, it was ended by sheer exhaustion of lung power, and the editor of *Solidarity* rushed up-stairs and wrote out his resignation. Haywood had demanded that a page of each issue be set aside for a communication signed by him. The editor objected to the "signed" part of it. Therefore the brawl. Afterward Haywood got his page.

Bill Haywood is unlike the typical Humanity-Saver, Varney declares, because he has lost hope, and hope, we are told, is the Humanity-Saver's specialty. Trip-Hammer Johnson is mentioned as a genuine example of this type. He is said to have discovered the formula for saving humanity. It all has to do with vibrations, it seems, of a new kind, known as tom-cat vibrations. "Show me a man who can throw a tom-cat vibration," Trip-Hammer Johnson is quoted as saying, "and I will show you a man who will rule the world." Also, Johnson is said to admit that he is that man. We read further of this interesting character:

> Perhaps you have never heard of Trip-Hammer Johnson. There was a time when France had never heard of Napoleon, Johnson will remind you. To be sure, Trip-Hammer doesn't flash in the spot-light, like Bill Haywood. He has never run for President, like Gene Debs. If you would understand the humanity-savers you must know Johnson. Radicalism numbers among its followers countless Johnsons, each dreaming of


TRADE MARK
FISK
HEAVY TREAD
EXTRA PLY
RED-TOP
TRADE MARK

FISK RED TOP

WITH a distinction all its own—with its extra ply of fabric, its heavy tread, and its beauty—the Fisk Red Top runs true to Fisk reputation.

Next time—BUY FISK—from your dealer

Trade Mark Reg U.S. Pat Off
Time to Re-tire?
(Buy Fisk)

The Fisk Ideal: "To be the best concern in the world to work for, and the squarest concern in existence to do business with."

> world power, but Trip-Hammer, with his many vibrations, is the most interesting specimen of the type.
>
> He is easily found by those who seek his wisdom. Go down State Street, in Chicago, past the "L" into that blighted district "south of Van Buren." Turn into the twenty-five-cent hotel at the corner of Congress Street. On the second floor, sprawling in somber taciturnity before a window, you will find him.
>
> You will know him by his gigantic beetle-brow. You will know him by his huge body, by his heavy, drooping mustache, which he is forever twisting, by his dreamy blue Norsemen's eyes, by the three deep wrinkles that furrow his forehead as he sits and cerebrates. Perhaps Johnson won't talk to you after you find him, for he may think you are a spy. Spies have followed him for twenty years, he says. And if you are so tactless as to interrupt him in one of his more thoughtful moments, he will "throw vibrations" at you and drive you away.
>
> I remember my first encounter with Johnson. I was sitting at a table in a radical "hang-out" on the North Side, drinking coffee with Sirfessor Wilkesbarre, another Humanity-Saver. Trip-Hammer suddenly thrust his dour face into the room, and seeing the Sirfessor, came to the table and challenged him to debate. Long conversation followed.
>
> I was extolling the virtues of the I. W. W. Wilkesbarre had a philosophy of his own, a sort of Friedrich Nietzsche-Ragnar Redbeard jumble, which he called Supermanity. He was assailing me hotly as I dilated on industrial unionism and the creed of Haywood. Johnson was disdainfully silent; he favored me with a pitying gaze, and then leaned back in his chair emitting audible symptoms of boredom. At last, in mock seriousness, I shook my finger at my listeners.
>
> "When the crisis comes," I demanded, "when the system crashes in confusion and chaos—if you repudiate the I. W. W., who is there who can step forward and take charge of the world?"
>
> As one man they both arose.
>
> "Supermanity will!" barked the Sirfessor.
>
> "I will!" roared Johnson, thumping himself on the chest.
>
> That reply is characteristic of Trip-Hammer; he is ready at all times to take charge of the world. The Sirfessors may trust in philosophies to save humanity, but Trip-Hammer knows that humanity can be saved only by Trip-Hammer.
>
> Once I attempted to flatter Johnson and met with disaster. He had been boring me for two hours, dilating upon Havelock Ellis and Krafft-Ebbing. Suddenly I burst out in mock enthusiasm.
>
> "Johnson! You are one of the greatest scientists in the world—"
>
> "Stop!" Johnson's voice rang out venomously as he pointed his finger rebukingly at me.
>
> "'One of the greatest'—Rot!" he bellowed. "I am the greatest!"
>
> Of course, to such an announcement I could make no reply.
>
> He pulled a sheaf of well-thumbed greasy papers from his pockets and shook them at me belligerently.
>
> "Let you I. W. W. coyotes beat that!" he boasted. His voice dropt confidentially.
>
> "I am the master-mind of the revolution. In these papers lies the secret of perpetual motion! Discovered by me! I have merely to act and the world is in my hands. I'll show you! One of the best—huh? Wait till Johnson's trip-hammer falls."
>
> In 1917, when the first victories of Bolshevism burst into the news, a wave of excitement ran through the radical groups. I was in Chicago and I remember the goings-on in the Socialist and I. W. W. National offices. There was a wild scramble of egos. There were hot struggles between personalities, each seeking to overshadow the other. All felt that it was now or never. For was not Bolshevism coming? Who was to be the future Lenine, the destined Trotzky? Each felt the call of greatness.
>
> There was one great man who bellowed to the crowd at headquarters: "I am ready! Robespierre slumbers in this bosom." Another began to read the life of Jean Paul Marat. Little Louis Fraina startled everybody by growing a beard *à la* Trotzky. Bill Hayward began to wear Gladstone collars. John Reed affected proletarian garb and howled like a Comanche. All the while, in the background, sat Trip-Hammer Johnson, watching with his cold, scornful eyes, chuckling ironically from time to time, wallowing in the delirious thought which he whispered sometimes to those he trusted:
>
> "Let them all rave! They'll have to come to me in the end—when Johnson begins to throw vibrations."
>
> I sometimes wonder if Trip-Hammer was not the sanest of them all.

Varney goes on to describe the second type, whom he styles the *Hamlets*, men of gorgeous visions and numerous words. He says they are more likable than the Humanity-Savers because less serious and not so egotistical. He mentions one "Constructive" Powell as a shining example of this type:

> Every time there was a Socialist gathering he would get the floor and bawl for something "more constructive." At the opening of every business meeting he would rise, and in grave, impressive voice, announce that he was going to bring a fateful project before the party under the head of "new business." And each week the project would be something staggeringly new. The party should start a daily newspaper, a cooperative ice-plant, a Socialist college, a high-class magazine, a State-wide referendum, and countless similar undertakings.
>
> Sometimes his comrades would be artless enough to pass Powell's motions. In such cases Powell would appear at the next meeting, repudiate the first project, and demand a special order of business for the presentation of a new and "more constructive" one. We could never keep up with Powell. He always abandoned his ventures before the rest of us could begin.
>
> The party started a weekly paper. Powell appeared at the following meeting with a typewritten document. Every big advertiser in the city was listed, and after each name Powell read off a huge amount of money, usually in the thousands.
>
> "Comrades," he said impressively, as he shook his black-rimmed spectacles at us, "I can secure that amount of advertising from each of these big men, if we run a hundred thousand copies. According to my figures, we can clear expenses and pay a dividend of *one thousand dollars a week* to each member of this local. Therefore, I do solemnly move that we print an edition of one hundred thousand copies of our paper."
>
> For a moment, Powell had the meeting stampeded. A thousand dollars a week apiece! Capitalism began to seem much sweeter to these revolutionists. At last somebody mentioned the fact that it would cost several thousand dollars to print and distribute such an edition and that we had just one hundred dollars in the treasury. Powell wilted.
>
> One of the official organs of the I. W. W. printed in Chicago is edited by Joe J. Jordan. Of the many revolutionary *Hamlets* I know Joe J. Jordan is the most interesting and appealing. He is so typical, so dilettanteishly radical. My first impression of Jordan was a beery one. He burst in upon me one day, jovially jingled, and began to read me some of his own poetry. He plied me with questions.
>
> "Fellow worker!" he said, poking his index-finger into my ribs. "I know I'm drunk. But I'm proud of it. So long as this damnable capitalistic system lasts, I'm going to get drunk every month as a protest against it. There's nothing else for a man to do under this damnable system."
>
> Jordan will write remarkable verse and he will make fervent speeches. He will burn with plans and ideals. But suddenly we find him disillusioned—something new has come to him which seems more alluring—and he turns a mental somersault, or he gets drunk.

Such are the Humanity-Savers and the *Hamlets*, avers Varney, and from these two classes, he says, come the American revolutionary leaders. This leadership he characterizes as "absurdly harmless," but he concedes that there is an element of menace in the third class, the rank and file. In this group, we are told, there are many embittered, illiterate men, who understand only "direct action." This sort of men are particularly plentiful among the I. W. W. and the anarchists. They are hard to lead, being given to "an almost unprecedented independence of action." We learn that even Haywood himself does not dare to do more than drift with the tide. Further:

> In 1917, when ninety-three of the picked leaders were sent away to long terms in Leavenworth, there was none of the panic in the I. W. W. which Judge Landis had expected. Instead, there was an expectancy of rejuvenation. New leaders would come to the front. Old personal machines would be broken up. One of the highest officials in the I. W. W. gloated over the situation to me.
>
> "The 'brain battery' has been sent away," he exulted, with copious oaths. "Now we can grow. The 'stiffs' will take hold."
>
> Where the I. W. W. is strong—in the Northwest, in the Canadian O. B. U.—there we find this aggressive rank and file in the foreground. The I. W. W. rank and file is a composite type. We see him in tiresome repetition in the "bundle stiffs" of the lumber country, in the "gandy dancers" of the Western railroads, in the "go abouts" of the harvest belt, and in the migratory boomers of the metal mining-camps. He is not a vivid personality and he is bleakly unattractive to those who have an eye for romance. He is narrow, cynical, envenomed. He can and will fight, but that is all.
>
> Yet he is potentially dangerous. His poverty and misery of lot are constant breeders of envy and hate. He harkens to his wild-talking leaders and his naive mind never doubts once it

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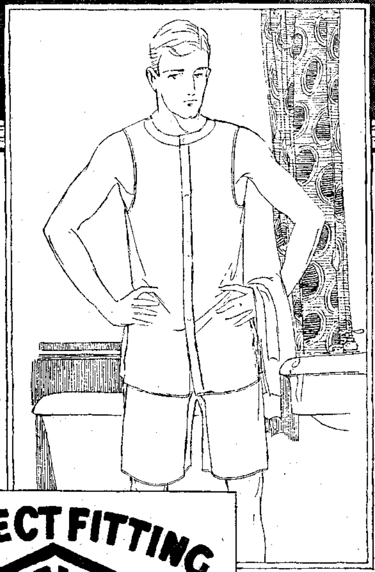

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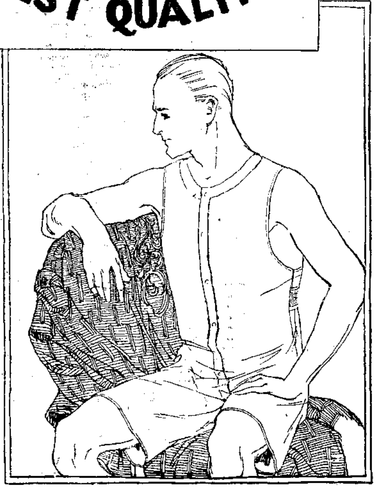

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has absorbed an idea. He rushes out with fanatical zeal to light the torches of revolt. Working in one of the I. W. W. offices is Sven Swanson, a fine example of the type.

Swanson hasn't always been a workingman. Time was when he was a high-school teacher in a Western city. But he felt the call of the Revolution, and began to exhort his pupils. The school board discharged him and high-school circles saw him no more. He next came to the surface as a clerk in an I. W. W. office. Now, Sven Swanson is a proletarian of the proletariat.

You feel the contrast between him and the Humanity-Savers and the Dilettantes as soon as you meet him. He isn't seeking a place in the sun. He is never found in the high places of the I. W. W. He is not a poet, an artist, nor an orator. He is content to keep books and toil slavishly "for the cause." He gets inspiration from his own humility and self-immolation. To him, the Revolution is a great never-ceasing mill into which men's lives must be forever drawn and crusht for the final glory of the great "cause."

Swanson is not a likable man. His figure is tall and gaunt, his voice is harsh and toneless. His talk is of no other subject than the Revolution. On his head is the inevitable I. W. W. cap, and shapeless, shabby garments flap around his long spare limbs. He never reads, except books on the I. W. W. and on Russia. He never looks at the "capitalist" press. He never attends the "capitalist" moving-picture shows. He keeps books for the I. W. W. with an almost ecstatic joy.

Far off in a Western city Swanson has a family. They didn't follow him into the I. W. W. On the contrary, they have boiled with indignation ever since he left them. So Sven has changed his name. The I. W. W. pays him $35 a week and each week he sends his family $28 and lives on the other $7. He cooks roots and lentils and rice and thin stews over the office gas-stove. He drinks hot water. He is lean, hungry, but he lives within his $7 a week and intoxicates himself with revolutionary drudgery. He has no sense of humor. He would fight to the death for the I. W. W. On any other subject he is coldly apathetic. To see and know Swanson is to see and know the thousands of this nameless I. W. W. rank and file.

MEXICAN INVADERS RELIEVING OUR FARM-LABOR SHORTAGE

OBSERVERS ON THE BORDER estimate that since last Christmas more than one hundred thousand Mexicans, industrious, simple-minded, peaceful, farmer folk sick of earthquake, pestilence, famine, and revolution, have entered Texas; and probably an equal number have crossed into California, Arizona, and New Mexico. There is no record of this strange invasion in the offices of the United States Immigration Department, however, for the newcomers have not come by the official doorways into the Land of Refuge. That would have meant embarrassing questions as to literacy, worldly wealth, and other things; also, the payment of a head-tax of $8. Why bother the officials and undergo the necessity of answering strange questions from the brusk gringoes when upon paying a ferryman a dollar one could cross the Rio Grande almost anywhere, and thereafter go in peace practically any place within the perfectly safe domain of Uncle Sam? It seems that there has been no perceptible hindrance to Mexican entry by the unofficial route. For one thing, the Immigration Department, having had its appropriation reduced not long ago, has discontinued its border patrol; for another, it is intimated that the ranchers on the American side, eager to secure these Mexican workers, have not gone out of their way to keep them from coming in. So these thousands of Mexicans and their families, all looking for work, have streamed up into the Southwest in their sandals and serapes and have been put to work. Says Gerald B. Breitigam in the New York *Times:*

Work? Why, they have put Texas on the map agriculturally. When practically every other part of the Union is short-handed on the farms, Texas has an adequate labor supply. When virtually every other corner of the United States is cutting down on farm production because there aren't enough farm-hands to go around, Texas is increasing her cultivated acreage. For these Mexicans, almost without exception, are farm-hands, and the work they and their families find to do is not in Texas industries, but on Texas farms.

In that connection, let me recall that this invasion, beginning last Christmas, while this year reaching unprecedented bounds, was not a new thing, but merely a sudden acceleration of the steady stream of Mexicans which has been flowing northward ever since the downfall of Madero. In that time it has been estimated that more than five hundred thousand Mexicans have entered the Southwest—not Texas alone, but Southern California, New Mexico, and Arizona as well.

Thus, before the present invasion began, the Southwest for some time had been far better off in the matter of farm-labor than other portions of the country. It was for that reason that Texas, once esteemed a joke agriculturally, was enabled last year to surpass every other State in the Union, even Iowa, in the value of farm-products, being the only State whose crops totaled more than one billion dollars in value.

As for Southern California, Mexican labor has been a potent factor in putting her fruits and vegetables on the national market. Go up into Ventura and Santa Barbara counties, where most of our lima beans come from, and you will find Mexicanos picking them at harvest. Or take New Mexico and Arizona, and, both in their marvelously irrigated valleys and their great stock ranges, you will find the Mexican farm-hand or *vaquero* at work.

Consider for the moment only what bearing this invasion of farm-hands has upon the production of food. We are beginning to wake up to the perils of the situation caused by the shortage of farm-labor. A steady drift of young men and women from the farms to the city which had been going on practically unnoticed for a decade was largely accelerated during the war-years when the lure of high wages and shorter hours drew the young folk into industry. To-day the rural population, it is estimated, is only 30 per cent. of the whole. While modern agricultural machinery has made it possible to farm more acres with a less number of hands than formerly, yet it comes a long way from replacing all the young folk who have left the farm. Decreasing acreage is the rule, and at the very time when there is a compelling necessity for increased food-production to feed not only the hungry mouths of Europe, but, primarily, to take care of our own spawning cities.

At this moment, then, the Southwest comes to the fore—territory so rich in soil fertility that one portion of it alone, namely, Texas, could feed the entire nation if it were all brought under cultivation.

I stood in front of the historic Alamo not long ago one bright hot day and noted the placard on a Chamber of Commerce auto cramped at the curb. Walking over I examined it. Here was a map of Texas—a State in which you can travel a thousand miles in a straight line, a State so large that when the Solons of the Panhandle set out for the legislative halls at Austin, in the middle of the State, they put on their ear-muffs and overcoats, while the lawmakers from the South at the same time set forth in Panama and Palm Beach. The map was all broken out in feverishly colored areas like a smallpox patient, and these were marked: "Cotton," "Cattle," "Corn," "Sugar Cane," "Fruit." Above that map was tastefully lettered the modest assertion that "Texas can feed the nation."

When you recall that Texas already has leapt to premier position agriculturally, making such States as Iowa, Kansas, Indiana, and many another usually associated with thought of farming take its dust, that assertion does not seem so boastful as it might. In the production of corn last year Texas ranked third among the States with 202,800,000 bushels to its credit. At the same time it raised 2,700,000 bales of cotton, more than one-fifth the total national crop.

When I asked John B. Carrington, the secretary director of the San Antonio Chamber of Commerce, how about it, he said, and said it emphatically:

"We couldn't do it if we didn't have the labor. Yes, sir, we are dependent on the Mexican farm-labor supply, and we know it. Mexican farm-labor is rapidly proving the making of this State."

Mexican workers are penetrating also into other sections of the country. They are found as railroad-workers in several of the Middle Western States, and in Colorado and Michigan the sugar-beet growers employ them in great numbers. The Mexican workers do not all stay in this country. Many of them come up from Mexico and follow the harvests north. Then they work south again and spend their wealth in easy living in Mexico during the last quarter of the year. This invasion of aliens is giving rise to many political, social, and economic problems, says Mr. Breitigam, necessitating the American's learning something of Mexican psychology and character. He furnishes a brief description of the immigrants:

The Mexican farm-hands now invading the Southwest come almost entirely from that 60 per cent. of the population of Old Mexico which is unmixed Indian, descended from the Aztecs, Toltecs, and subject races of the country who were conquered by the Spaniards but not wiped out. The term of Indian is a misnomer as applied to them, inasmuch as it creates the impression that they resemble the North-American redskin. On the contrary, these people had a rather high type of civilization, and were village-dwellers, not nomads. Their descendants—the people who go to make up the major part of the population of Old Mexico to-day—are industrious and make good farm-workers.

They are sentimental and romantic. No Mexican peon trekking up into the Southwest to hunt work would dream of coming without his "old woman." The latter seldom has any claim to good looks, but, surrounded by a numerous brood of offspring, is either corpulent as a medieval friar or stringy and lean, yet her man would not dream of moving without her. Perhaps the fact that she can be counted on to find food for him when all his own efforts fail has something to do with that. Nevertheless, the fact remains that family ties are strongly knit.

Yoked with this sentimental quality is the underlying trait of cruelty handed down from those ancestors who practised human sacrifice to their gods. The same trait is answerable for much that goes on in the ubiquitous revolutions in Old Mexico. The sentimental and the cruel find their expression in the thrumming on mandolin or guitar of some haunting, plaintive air, while, as he sings with half-closed eyes, the Mexican dreams of just where he will plant his knife in his pet enemy.

Because of this quality of irresponsibility, many employers have found it the policy of wisdom to give the Mexican a personal interest in his job in the hope of keeping him at it. Thus there are in the Southwest already thousands of acres of cotton plantations which are subrented in small lots to Mexican families, and the acreage is growing. The theory is that this will give the Mexican a feeling of independence and keep him on the job, and indications are that such reasoning is correct.

The sublime faith or colossal indifference that up to now, as it is widely charged, has always characterized our governmental agencies in their attitude toward aliens appears to have been as conspicuous in the Southwest as in every other section of this great land. Practically nothing seems to have been done to assimilate the Mexicans into American life. We read:

> In New Mexico, for instance, where more than half the population is of Mexican descent, having given the State its present Governor, the president of the Lower House of the legislature, and other government officials, many of the public schools are conducted in Spanish. And when the Legislature meets at Santa Fé one of the strangest sights to be seen in any legislative hall in America is presented. The legislature enacts its laws bilingually, that is, so many of the legislators in the lower house speak only Spanish that discussions are carried on through the medium of interpreters. Thus, as soon as a legislator gains his feet, one of the watchful interpreters takes stand by his side. If the man speaks in English, the interpreter puts his words into Spanish for the benefit of those knowing only that tongue, and *vice versa.* All laws and the proclamations of the Governor are written, passed, and put on the books in both languages.

Nevertheless, these Spanish-speaking citizens are loyal to the United States. Rev. H. A. Bassett, president of Albuquerque College, an institution for Mexican youth, is quoted on this point. He says:

> Some time back, when there was all that talk of the possibility that Old Mexico might try to reclaim New Mexico and the Southwest, a magazine writer hinted strongly that the Spanish-speaking rural population of this State would favor such a move. I can deny that vigorously out of my own knowledge. These people are glad to be in the American fold.

Another man quoted who believes in the possibility of making good American citizens out of the Mexicans is Rev. Vernon M. McCombs, superintendent of the Methodist Latin-American Missions in Southern California. He told Mr. Breitigam:

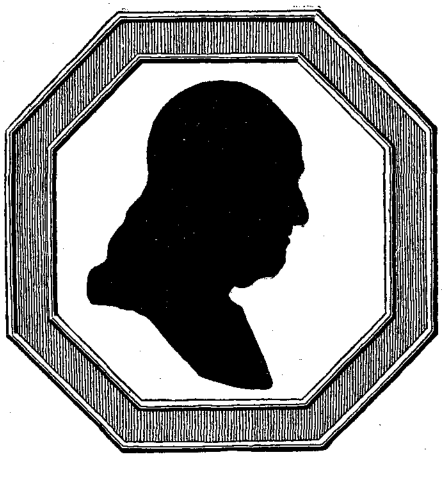
> They hold fine possibilities of citizenship, being sturdy, independent, and filled with racial pride. To the best of my belief, there isn't a Mexican tramp in the United States. But, despite their good qualities, they are, we must remember, illiterate and grossly misinformed about the United States. Accordingly, for instance, I. W. W. agitators find it comparatively easy to play upon their ignorance and to convince them the United States is a tyrannical country. We must remember that the only government of which they have any knowledge is one of license and misrule. The church missions working among the Mexicans throughout the Southwest are striving valiantly to combat this sinister propaganda, but the Government should recognize the necessity for such efforts and tackle the problem on a big scale. The economic future of the entire Southwest depends more and more upon the Mexican and, if for no other reason than self-interest, we should not repeat past mistakes and let our incoming aliens go unassimilated.

COMMENCEMENT ADDRESSES BY SOME RECENT GRADUATES IN "AMERICANIZATION"

A SHORT TIME AGO an "Americanization Class Commencement" was held at the High School of Wilmington, Delaware, a school which has added special work for aliens to its course of study. At this commencement the pupils who had completed the full term's work were awarded certificates and carried out a program consisting, in part, of the singing of songs of America and of their homelands. An interesting feature was the delivery of brief speeches in English by these pupils on subjects suggested by the teachers, such as "My Old Country and America," "What American Citizenship Means to Me," "What America Does for Foreign-Born People," and others. These speeches, which have been compiled and published in pamphlet form by "The Service Citizens of Delaware," furnish a glimpse of the general spirit and point of view of foreigners beginning to be acquainted with American life. It is explained that in planning the instruction for these aliens it was not expected that they would change as by magic and suddenly become something mysteriously different from what they were. Hence, when they entered the school "they were not instantly stript of their heritage of racial pride, traditions, customs, folk-lore, and music." Twenty-one nationalities were represented in all, and when they came together in evening classes, in social gatherings, or in mass-meetings every racial trait was respected. "They danced the joyous steps of the old homeland, they wore the costumes of their native festivals, they sang the songs of their ancestral hopes and fears," we are told. Apparently this method of training has been effective, from an Americanization standpoint, for, to judge by the sentiments exprest in their speeches, these students are all in a fair way to become as good American citizens as many a native, if not better. The speeches were printed exactly as they were submitted to the teachers, it is explained, and while a little lame in spelling and construction in places, they are probably not any more so than the composition of the average American would be were he to attempt the production of literature in a foreign language after no more preparation than these people had had. We reproduce several of the speeches herewith, beginning with that of Mike Mallas, representing the Greek pupils, who likes America because "Everybody is polite and respectful" to him. Mr. Mallas said:

> I come from Greece. My country is a old country. Thousands years ago my country made beautiful building. Now people come from many lands to see my city Athens. My country Greece was one time the greatest democracy in the world.
>
> For 450 years the Turks ruled my country. The Greek people then suffered much. They could not learn. If they wanted to read and write they had to go to school in hiding places. The Turks do many other bad things to my people.
>
> In 1821 the Greek people made a revolution against Turkey. After seven years war they were a free nation. The people made schools and universities again and they were happy.
>
> Many of our Greek people have come to America. They came because everybody speak good things for America. They say "every man is free; there is plenty of work and chance for the poor people."
>
> I have worked in same place more than three years. Everybody is polite and respectful to me. In school the teachers and the American people are friends to me. I have taken out my first papers and want to be a citizen of this good America.
>
> Long live the American people! Long live the glorious President Wilson!

Antoni Kolodziej, a Polish pupil, stated that the Poles want



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to do their part to make this a great country because "We would like to show we appreciate." His remarks were as follows:

> Poland is a fine country, but it has had much trouble for many years. We could not have our own Government like the United States. The kings of three other nations ruled our people. Those people did not like our people. They would not let Poland be free.
>
> Now the Peace Conference has given Poland back to us, and we hope we will have our country free like United States. United States help us to get our country. If America don't help in this war, the Germans come here and take our country and this country too.
>
> Years and years ago, when America was fighting to be free, two Polish leaders, Pulaski and Kosciuzko, came to this country and helped you to fight. Now your country helps Poland. Now when Poland will be free, and America help us again, we would like to show we appreciate.
>
> Our Polish people want to stay in America. We buy our homes here and try to make a good clean city. In the night schools are very many Polish men and women who learn how to speak the American language, because we want to do our part to make United States a rich and free country.

A Russian, Jacob Hnatow, tells of a Russian of his acquaintance who found that America "was sweet to him, and the longer he stayed the sweeter and sweeter it was." Said Hnatow:

> America stands for everything that is noble and good, America stands for Freedom and protection.
>
> The Russian people know that they begin to enjoy these rights and liberties when they step off the ship which brings them from the "old country" to this beautiful America.
>
> One of our Russian men told us about the first time that he stept on the soil of America The land was sweet to him. He said the longer he stayed, the sweeter and sweeter it was.
>
> The Russian people find America to be a good country. The Russian Government would not give us plenty of liberty. Many people come to America to stay only a little while. When they came here, they found a good country, better than Russia, good work, more money, and more liberty. Then they did not want to go back to the "old country." They wanted to stay here and they did.
>
> Since the war is over we want to hear from our people; our fathers, or mothers, or brothers, or sisters. The Red Cross has tried to help us. They have sent letters to Russia for us. We are waiting every day to get an answer to our letters. We would like to see our people. We would like to know if they are alive and well. If they are happy, then we will be happy too.
>
> We would like to see Russia a republic like the United States. We want our people to enjoy liberty and freedom. The Russian people are trusting that the American people will help them to gain liberty and freedom. We would like Russia to be as America is: "One nation indivisible, with liberty and justice for all."

The Ukrainian pupils were represented by Harry Kosowski, who speaks of the befuddlement of the immigrant upon first reaching these shores. "No wonder we were, for America, dead," he says, being ignorant of everything here. Here is Mr. Kosowski's speech:

> Very limited numbers of you Americans know what it means to be an immigrant. Even if some of the Americans emigrate to other countries they usually go there on some kind of business. But we came here to the United States to better our existence; to avoid the undesirable consequences which arise from politics; or even (as Armenians) to seek religious freedom.
>
> Upon arrival in the United States we found everything strange to us; strange people, strange customs, and strange language. No wonder, then, that we were for America, at that time, may I say, dead, because we did not understand American language and did not know their customs. We had to remain so until we learned all this. It was very hard for us to learn American customs and the English language, because we had nobody to learn it from. Americans that could teach us all never thought about it until the time of the world-war. Let us take the matter as a whole, all the foreigners showed themselves loyal to this country. But in some cases, as for instances in recruiting army, one could without difficulty notice very great un-American foreign elements. Every nation of the world, in times when unity and patriotism are needed, can not tolerate very much the foreigners. That is why the American nation tried to Americanize the foreign element.
>
> One of these ways to Americanize the foreigners is the Americanization night schools. Thanks to the State government that is willing to spend so much money for that purpose, and thanks to the hard and uninterrupted labors of our teachers. The state should be credited with a great success in the Americanization of foreigners.
>
> How and what we are taught in the schools I will not mention in this place, because it would take too much of our time, but that positively enlightenment spreads from them let it be proven through myself. Suppose some one had told me just a year ago to speak to such a big audience, and to speak in English, I would have had a pretty good reason to believe that some one was trying to make a fool of me. But to-day after two years in night school I can solve this problem to such an extent in front of this audience that every one, I think, can understand me. With a great tensity I am waiting for the time when I can take my second American naturalization papers, and I will be very proud of the moment when I can say: "I am a citizen of the great American nation."

Salvatore Muzzi takes great interest in the night school and says it "is the best thing in this life." Muzzi spoke as follows:

> I am here this evening to explain a few words for the good of this night school. This school is the best thing in this life. Without a school the people can't be educated and polite. The school is necessary to all the foreigners who land in this country, to learn to read, write, and speak English.
>
> The State pays to keep this night school for us to learn the law and the history of this great country and to become American citizens. We came from the other side of the world across the ocean to this country to find a good living and freedom. After we come here we live among our own people; this is the reason we can't speak English well. We should live with American people to learn to speak English.
>
> I have been here for ten years and I can not speak English well, because I live with Italians all the time, and we all speak in Italian. I can speak English now, since the night school has been open. I have not lost one single night in the school.
>
> I like school very much. I will not have to ask some one else to write for me, to let him know my affairs, when I can do it myself. Another way to learn to speak is to join an American club, so we can learn to play the American games with them and have a good time and make ourselves at home without going back to the old country. We know that after we reach home again we do not feel like staying there, and want to come back here again. With the money we spend for the trip, we could buy a house and make Delaware a home for us and our family, and live under the American flag. That is the flag that protects us from every kind of troubles.

Everything in America was so new and strange that Peter Stathis wanted to go right back to Greece. "But soon something changed my mind," he said. Here is his speech:

> I am going to ask you to excuse me for my English, for English language is not my native tongue, therefore you shouldn't expect anything better.
>
> I prefer to live in America than in any other country in the world. Many of you are wondering why. Well, I am going to tell you. The emegrant has many things to face upon his arrival on this side. I am going to take for instance myself. Eight years ago I emigrated from Greece to the United States. Upon my arrival here, I found everything strange; people, language, the ways of living in general were different than the surroundings I had just left behind me.
>
> At first I was discouraged and wanted to go back, but soon something changed my mind. I came in contact with an American family down in brooklyn where was living and they showed me all their good will and hospitality as a stranger. They advised me for the best and then found a job and started to work. Since then, I have been acquainted with many Americans who were ready to advise me for the best and to help me. American people have no distinction of classes as they have in Europe, that is why every imigrant ought to be thankful to this country and show how loyalty wherever it is need it.
>
> In Europe you know the rich people care little or not at all for the poor. The educated people pay no attention to the uneducated, while here are everybody the same.
>
> When the war broke out between U. S. and Germany, I was asked in my questionarary if I prefer to go and fight in Greece or fight for Uncle Sam; I answered I would fight for Uncle Sam. Why not? Every man who makes a desent living in country like this worthed while to fight for. so I did, went and done my best as every other real American have done. There I met many boys from colleges, boys of rich familyes, but there were no difference between me and them. We were talking together, play together.
>
> It would not have been the same over in Europe. I know

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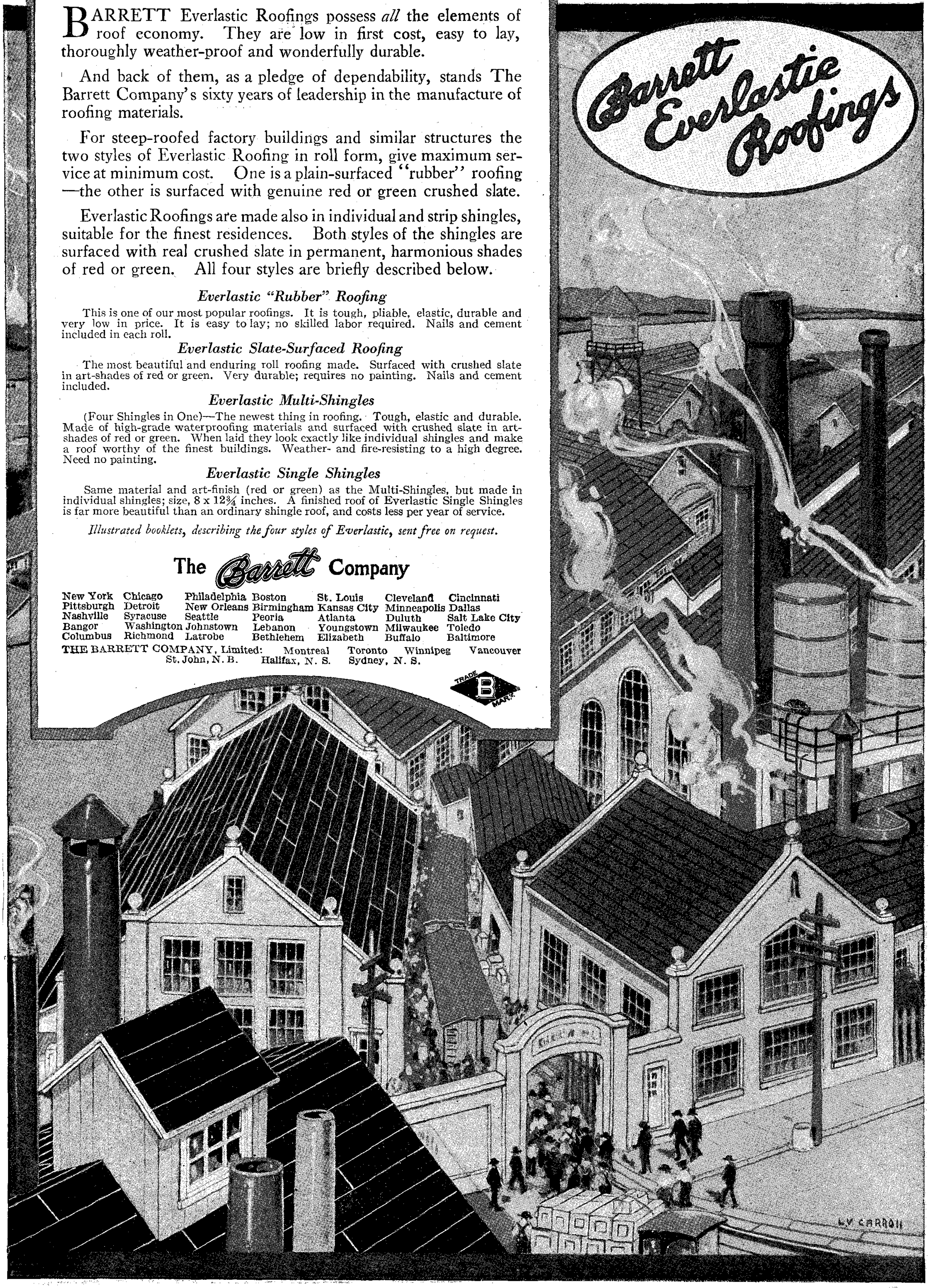

as you all know. That is why I preffer to live in America rather than in any other country in the world. So help me God.

The sentiments exprest by all these incipient Americans seem to square fairly well with the principles of good Americanism, but sometimes a foreigner appears to get his ideals slightly twisted. Not long ago a man wrote THE LITERARY DIGEST, asking aid in securing his citizen's papers. Apparently he is something of a leader among his countrymen, for he said he is the president of a society whose members he is trying hard to induce to become American citizens, and he suggested that if the proper assistance were rendered him in his own efforts to become a citizen, he would "promise to you fifteen vote to any party you want be cosa all (members) listen what I told them!"

A GUIDE, BOTH SPIRITUAL AND AGRICULTURAL, IS THIS MISSOURI PRIEST

"YOU'VE GOT TO HAND IT TO FATHER MOENIG. He has made these hill-farmers prosperous." So a practical-minded observer testified of one side of the work done by the man who is priest, farmer, banker, doctor, and community-builder of the little village of New Hamburg, Missouri, and the community round about, where live 130 families of farmers, all but one man members of Father Moenig's church. These people look to their priest "not only for spiritual guidance, but for worldly guidance, too," and he helps them to love their farms both by his practical every-day precepts and by his Sunday sermons as well. Writing in *The Country Gentleman* (Philadelphia), A. B. Macdonald quotes one of Father Moenig's counsels:

> "Your farm is a sacred thing. Our Lord gave us the land to hold in trust for those who will come after we are dead and gone. We must not let the good soil from the hillsides wash away. We must not let our farms run down, we must not waste the land, but we must hand it down to posterity better and more fertile than when we received it."

When a young man Father Moenig served in the German Army, and ran away to this country after slapping an officer in the face. He was born in a city, and knew nothing about farming until he went to New Hamburg, where, by the way, the ancestors of nearly all the people came from one village in Alsace. Eighteen years ago he was in danger of losing his parishioners, because they began to move to newly drained swamp-land, where the soil was much better. Father Moenig brought an agricultural expert from the State college to look things over, and after the first lesson in crop rotation, which he said "was an eye-opener," he began to study agriculture. As Mr. Macdonald tells us:

> He soon saw that the hills of his parish were good for dairying, but his parishioners knew nothing of that, and there was not in all the parish a pure-bred animal. Father Moenig preached a sermon about dairying and how it might make their farms far more productive than they were. In that sermon he told them he was going to Wisconsin to study the dairy business, and invited all who would to go with him. He took twelve of his best farmers to Fort Atkinson, Wisconsin, and they visited different dairy farms. He bought seven pure-bred Guernsey cows and a pure-bred bull and shipped them to New Hamburg, and gave them out among the farmers.
>
> Father Moenig went to Louisville, Kentucky, and with his own money bought for $19,000 the entire herd of eighty-five pure-bred Guernseys of Henry Bell & Son, and brought the cattle to New Hamburg and parceled them out among his parishioners, taking their notes for the cows. He paid $1,500 for the herd bull, King Lewis, which has since taken ribbons at State fairs in Kentucky, Ohio, and Tennessee. More than one hundred of his pure-bred progeny are owned by farmers in New Hamburg; there are hundreds more of grade cows in the parish.

At the time of Mr. Macdonald's visit Father Moenig had just made big tin signs which read "Pure-Bred Guernseys and Big-Type Poland-China Hogs." Every member of the Guernsey and Poland-China Association was to have one to put on his fence, to give him more pride in the pure-bred business, and they plan to have a big Guernsey show next August. A cream station was established in New Hamburg through Father Moenig's influence, and supercream to the amount of $14,000 was sold through the receiving-station last year. The priest gives weekly talks to the boys of the community. He started reading Henry Wallace's clover book to them ten years ago, and he told Mr. Macdonald:

> "Since then the boys and I have gone through many subjects together. I have taken them through courses on bees, lime, soil-washing, and crop-rotation. Oh, they have been through many things in ten years. Since then many of my boys have grown up to be farmers and are practising the things we learned together in our Thursday-night readings and talks. I always try to make the subject interesting, so as to hold their attention and make them want to come. When a boy is plowing he will think of that and it will keep him out of mischief. Just now we are on electricity."

Father Moenig found that the soil of his community was excellent for peach-growing, so he got the county farm agent, A. I. Foard, to organize a boys' peach club, and five hundred trees were to be set out this spring, and an "official sprayer" appointed for all the orchards. "You come here five years from now and you'll see a peach orchard on every hillside," the priest said. The writer learned how much the people depend on Father Moenig from the man who drove him into New Hamburg. He remarked:

> "I don't believe a woman would put a settin' of eggs under a hen without asking Father Moenig's advice about it first. He tells them what to plant, and when to plant, and when to harvest; he goes to Wisconsin and buys cattle for them; he tells them what kind of chickens to keep; he markets their products for them; he teaches their children; marries 'em, baptizes 'em, and, by gorry"—the driver turned and looked into my face, and gave me a poke with his elbow, the better to emphasize what he was going to say—"he brings a lot of 'em into the world!" He paused there to let that statement sink in.
>
> "He isn't a doctor, too, is he?" I inquired.
>
> "Yes, sir, he's a doctor, too, as well as a banker and expert farmer. Lots of 'em won't have any one else when they're sick. And they say he's a good doctor, too. When the smallpox come through all this country a few years ago he preached a sermon about it, and told them they all must be vaccinated, and he gathered them all together and vaccinated them, and the consequence was they didn't have the smallpox in these hills, but they had it all round here. Yes, sir, he doctors 'em, nurses 'em, takes care of 'em in health and sickness, and when they are going to die he gets them ready for that, and buries their bodies in the ancient graveyard back of the church, and sees to it that their souls get safe off to heaven."
>
> The driver fished up a plug of tobacco, bit off a big chew, gave it a few munches, stowed it into his cheek, and went on: "Whether you're a Catholic or not, you've got to hand it to Father Moenig. He has made these hill-farmers prosperous."

The priest has a church that many a pastor must long for. It has not had a debt for fifteen years, and he never has to think about money; when it is needed it comes in. He has persuaded and helped a friend "to be priest, pedagog, and physician, all in one, to his people," and now his fellow pastor "is enraptured with his work, and his people love him, and his church is crowded at Sunday worship." Of his own people he said:

> That worship in the church, that wonderful music, that intense spirit of devotion—all that is only the expression before God of what we have all been feeling and living all through the week in our daily work in the barns and fields and in our homes. The great sermons are preached to us by the living and growing things all about us, and we gather there on Sunday, in the presence of our Lord, just to commune with him for a little while, and get closer to him, and to thank him for his goodness and love and tender mercy.

As Mr. Macdonald was leaving, he turned a corner in the road, and looked back to the village, with Father Moenig's big stone church, and his two schools, and his bank, and his pure-bred Guernsey milk-cows, and his orchestra, and his experiment farm. He concludes:

> "The good priest was standing yet in his gate, in the twilight, listening, and from the church tower above him,
>
> 'Softly the Angelus sounded, and over the roofs of the village
> Columns of pale-blue smoke, like clouds of incense ascending,
> Rose from a hundred hearths, the homes of peace and contentment.'"

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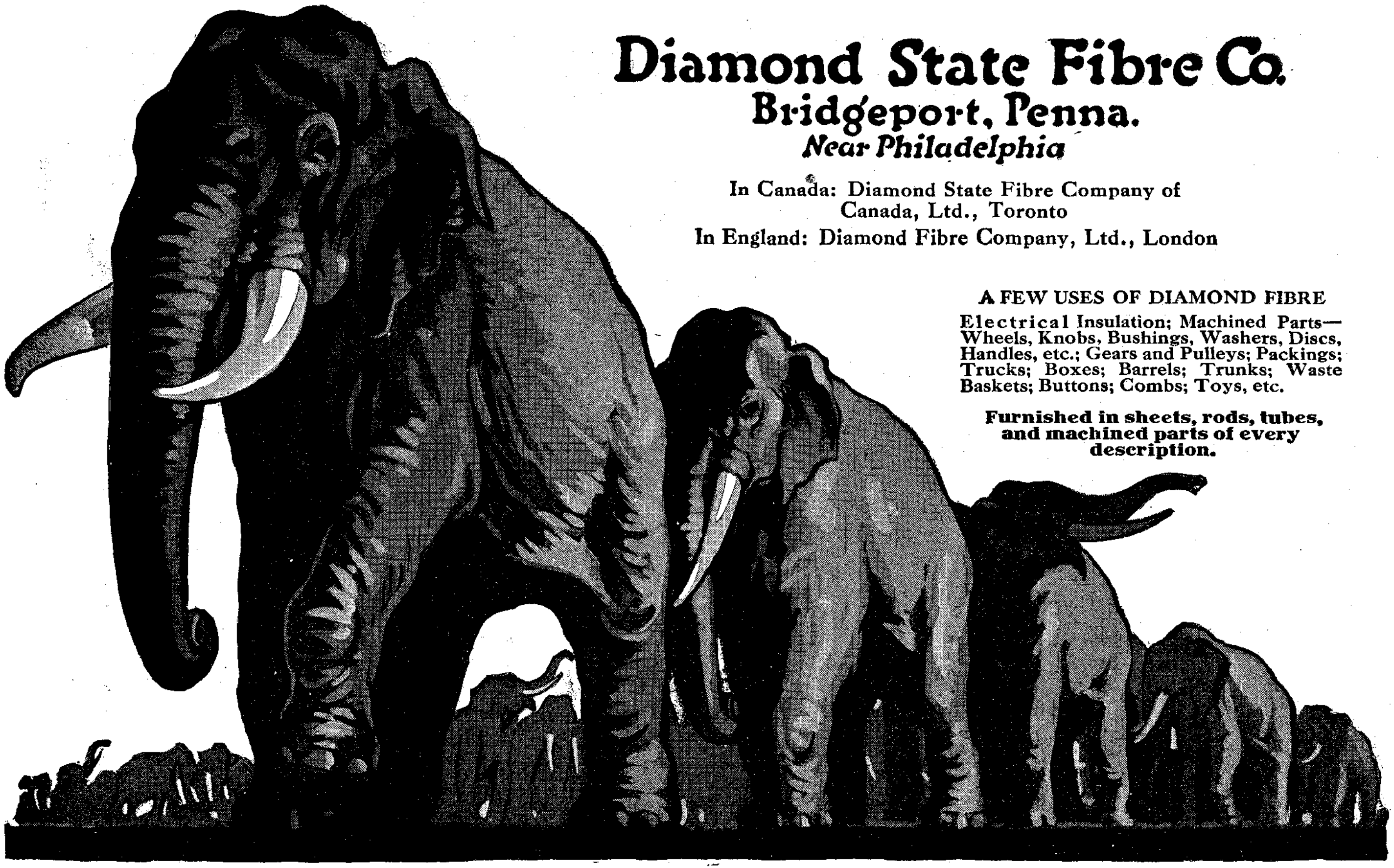

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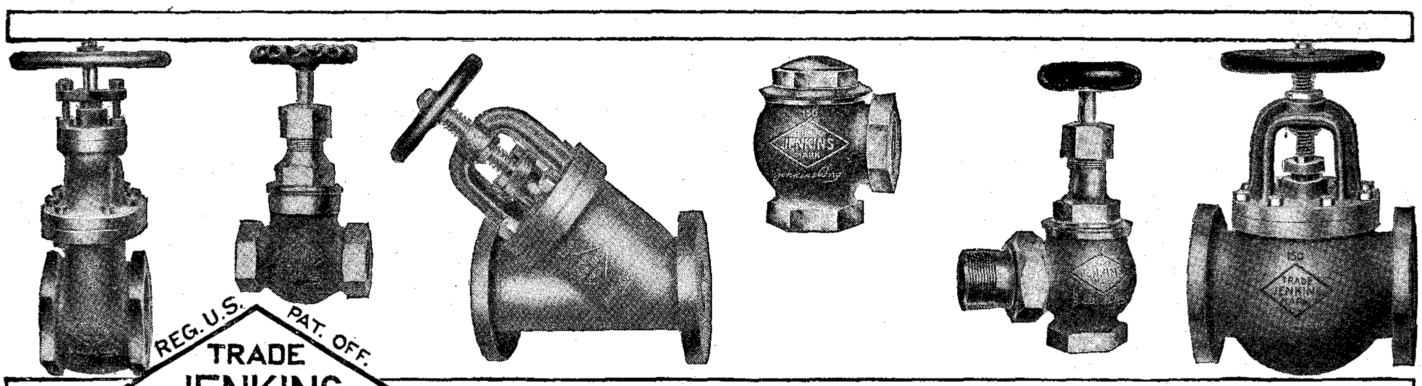

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HAMBURG, ONCE THE GREATEST GERMAN PORT, NOW A TRIBUTARY OF THE ALLIES

SOME GERMANS may still be in the dark as to who won the war, but this doesn't apply to the people of Hamburg, we are told. All they have to do is to look at their city to-day and contrast its present state with what it was before the war, to have it borne in on them who was defeated, and also what that defeat has cost. Six years ago Hamburg was the third greatest port in the world, and the center of something like half of the 5,000,000 tons of the ocean-going vessels of Germany. It was the home port of a multitude of giant liners, among them the *Vaterland* and the *Imperator*, owned by the Hamburg-American Line and the greatest boats ever built. To-day no boat over 1,500 tons remains, it is said, and only fifty per cent. of the former vessels between 1,000 and 1,500. The great offices of the German-American Line with their ambitious inscription, "*Mein Feld ist die Welt*," no longer buzz with activity. "They are almost as quiet as a graveyard," says A. G. Gardiner, former editor of the London *Daily News*, writing in the New York *World*. He states that when he asked one of the directors what their business consisted of now, the latter told him sadly that they were the agents for various English and American lines. They have begun the building of ships once more, but not for themselves. The leviathan *Bismarck*, begun before the war, is almost completed, but it will go to the Allies. By the terms of the Treaty the Allies claim 200,000 tons of new construction each year for ten years. Says Mr. Gardiner:

> But it is only when one gets out to the harbor that one fully realizes the measure of the disaster that the war has brought to this great port in common with its neighbor, Bremen. I paid a visit to it recently in company with the superintendent of the American Relief Mission here. This mission has its distributive headquarters at Hamburg. It warehouses its stores in the sheds of the Hamburg-American Line and dispatches them thence all over Central Europe.
>
> It would not be easy to imagine stagnation on a vaster scale than that which the docks present. From the Vulcan Shipbuilding Works there came the sound of hammers; but there was no other symptom of life. For miles and miles one may walk along wharves which are a solitude, by great warehouses that are closed, and by docks that are empty. Here and there a little activity was seen, but it was so trivial in the general quietude that it only seemed to intensify the universal stagnation. Only one considerable vessel was visible, the *Princess Victoria Luise*, built in the heyday of ocean racing exclusively for passenger traffic and now hitched to one of the wharves, apparently not worth taking away and fit only for the ship-breaker. Here and there was a reminiscence of the war—a derelict submarine and a nearly completed battle-cruiser, lying like a forlorn and rusting memorial of the vanished navy. Many of the docks were thronged with towboats that looked as tho they had been forgotten for years. It was all like a great city that had been plague-stricken and deserted.

Nevertheless, we are told that the people of Hamburg do not appear to be in the abyss of despair. The city has little of the depression and anxiety found in Berlin. Mr. Gardiner explains this situation on the theory that things have touched bottom and the reaction has set in. "The funeral is over and the mourners are preparing to make the best of a bad job," he says, and continues:

> Moreover, Hamburg knows that whatever happens it must remain the great port of entry for Central Europe. Even Czechoslovakia must get its supplies from abroad through this gateway. It is insisting on having a corner of the port for its own, but even so its trade will bring grist as of old to the Hamburg mill. And already the tide of business is coming back. It is not yet very visible to the naked eye, as I have indicated, but the Hamburgers point gleefully to the English and American lines that are beginning to run services to the port from all quarters of the world. "I am sending off a full cargo to Belfast to-night," said a ship-broker to me, "and I've enough cargo left over to fill another ship." He himself—an Englishman, by the way, of long residence in Hamburg—had had all his ships seized during the war, but he is beginning again as the agent of foreign lines and is full of confidence as to the future of the city. The great potash trade with North America, one of the chief export businesses of Hamburg, has been resumed, and the sugar exports will soon begin again. One shipper told me that he used to send as much as 1,200 tons of sugar to the Bristol Channel alone in a single week, and he looked to recover that business in the near future.
>
> Meanwhile, a multitude of new shipping agencies are being started, and a great deal of American and neutral enterprise is being turned to the exploitation of the potentialities of the port. I found in English circles a good deal of regret that English capital shows little disposition to join in the scramble for what is undoubtedly a very rich field for the adventurer. It is a field that can not be effectively occupied by the Germans again for a long time to come. With their enormous internal and external debts they will be hewers of wood and drawers of water for the foreigner. They will not own the shipping that comes and goes from Hamburg for many a long year, but the transport trade will return, and tho it is carried on in foreign bottoms and the first cut at the profits will go to the foreign shipowners, there will be work and wages for the people and a not inconsiderable margin for the trading community.
>
> It is the great princes of Hamburg who have gone under. In a very real sense Hamburg has passed out of German hands into foreign hands. It will be the tributary of alien capital; but its industry will be restored, and though there will be no place for the great captains, the new conditions will provide abundant opportunities for the small people who are hastening to take advantage of the opportunities offered by an entirely different world from that which the war has brought to ruin.
>
> It is to considerations like these that the confident spirit of the place is due. It is a local spirit and has little to do with the prospects of Germany generally. There is, of course, much distress both here and in Bremen, where the shipping world is undergoing much the same transformation as that in progress at Hamburg. As an evidence of that distress I may mention that the American Friends' Mission, who are the channel through which Mr. Hoover's scheme of relief is applied to the children of Germany, are supplying 60,000 meals a day to the underfed school children of Hamburg, Bremen, and Altona alone. But in a country where everybody is living on little more than half rations this fact has no special significance. What is significant is the contrast between the spectacle of the deserted docks and the buoyant hope of the city that lives upon these docks. After six years of divorce from the external world, which is more to it even than Germany, the currents of intercourse are beginning to flow again, and it rejoices as men rejoice in the return of spring.

CONSTANTINOPLE'S KALEIDOSCOPIC CONGLOMERATION

CONSTANTINOPLE, once Greek, then Roman, then Christian, then Mohammedan, now awakens in the morning to the sound of British bugles blowing the reveille. The Red ensign flutters from British cruisers and destroyers lying outside the Golden Horn, inspiring with their guardianship a sense of security in the chance traveler who threads his way through the motley masses of humanity that throng the streets. Always a picturesque meeting-place of the East and the West, the ancient city to-day presents a greater diversity of races and nationalities and a more colorful picture of heterogeneous life than ever before, according to recent observers. Half a million of the city's present population are Russian refugees, we are told, among them princes and princesses, who pawn their jewels to pay for necessities, and officers of every rank of the old Russian Army, who saunter through the streets in resplendent uniforms but in many cases are compelled to descend to such lowly tasks as selling picture post-cards to buy bread. The Allied forces, of course, are in military occupation of Constantinople, but they do not make a great parade of military strength in the heart of the city. The troops, mostly British, with French colored regiments, are in camps and barracks on the outskirts of the different quarters where many nationalities of Ottoman subjects are densely packed. But even without the element of military display, the colors of the picture presented by life in the Turkish capital appear to be vivid enough to satisfy even the most extreme taste for brilliant coloring—"a colored cinematograph drama," Philip Gibbs, British correspondent, calls it in an account of his observations in Stamboul, appearing in *The Daily Chronicle* (London). "One's eyes are dazed by the infinite variety of all this crowded stage," he says, and he specifies:

> Enormous Don Cossacks, in long black overcoats and black top-boots, girdled with cartouche belts and heavy swords, kiss the hands of little Circassian girls at the street corners in Pera, where the refugees meet and compare notes on this life in exile.
>
> Italian policemen in cock hats, swallow-tail coats, red-striped trousers, and white gloves stand on guard outside Turkish buildings. A column of Sikhs come passing by in British khaki. Senegalese soldiers, with black, oily faces above French blue, drive transport-carts through streets where black buffaloes are drawing Turkish carts, and where in the crowd one passes British bluejackets, Shropshire lads in steel hats, Gordon Highlanders, Turkish girls a-marketing, very chic in black silk dresses, with their veils pinned back, Greek girls, in a population which is all Greek in one quarter of Stamboul, Turks from Anatolia and Thrace, Persians with the brown fez of shaggy astrakhan, Nubian porters, and young gentlemen of the American Y. M. C. A.

The two great quarters of Constantinople are Turkish Stamboul and European Pera, linked together by the Galata Bridge. The Pera section is filled with handsome buildings of European construction and its shops are stocked with goods from Paris and London. Into the Ottoman world on the Stamboul side, it is said, the British Tommies seldom venture far and never alone or unarmed. Across the bridge itself surges an immense traffic, of which a description is given, followed by an account of the Constantinople of the Turks:

> Armenian, Albanian, and Kurdish porters, bent double under enormous loads of packing-cases, household furniture, pianos, or wine-casks, thrust their way through this human tide and part its waves. Greek and Turkish merchants pace gravely across the bridge, followed by Greek priests with high black caps and long black beards, dervishes, mullahs, Cossack soldiers, Persian carpet-sellers, the Nubian servants of Turkish harems, Russian officers, the black men from French Senegal, and gipsies in tattered robes with strange, Egyptian-looking faces, gaunt and starved.
>
> Beyond is Stamboul, the real Constantinople of the Turks, with its great mosques and covered markets, the palaces of the Sultans, the gardens of the old Seraglio, and the maze of crooked streets with wooden houses and latticed windows and booth-like shops, where the Moslem population is dense and unchanging in its habits and traditions.
>
> Here are the Faithful of the Prophet who bow their heads to the dust when the muezzin calls them to prayer from the high minarets. They crowd round the basins against the walls of the mosques, dabbling their hands and feet five times a day according to the law.
>
> Water is a great need of life in these dust-swept streets of the Eastern city, tho there is never enough of it, so it seems, to attain the standards of Western cleanliness for body and house, where dirt and smells have harborage. Through the streets of Stamboul go water-carriers, with tall pitchers of brown earthenware on their heads or shoulders, and round the wells there is always a crowd of red-capped men, barefoot boys, veiled or unveiled women and girls, pushing, shouting, while they fill their pots.
>
> In these narrow streets about the mosques there are many coffee-houses and taverns, built of wood, with open fronts under latticed windows. Here are the houses of gossip where news is whispered from Anatolia and Thrace and the places where the Nationalists are raising the banner of Islam and preaching a war against the Christian.
>
> Here, also, are great covered bazaars, where all the produce of the East and West is sold by Israelites and Turks in narrow streets of booths under vaulted roofs and between stone pillars. The light here is dim, except where it strikes in shafts through narrow slits, and entering into one of these tunnel-like alleys one feels at first like Aladdin who holds the genii's lamp at the entrance of the enchanted cave.
>
> The aroma of old carpets, spices, coffee, and a thousand other indefinable smells touch one's senses, not unpleasantly, and in the twilight one sees the Turkish merchants sitting among their tapestries and rugs, like characters in an Eastern play waiting for Oscar Asche and Lily Brayton to come upon the stage.
>
> Strangers from the West brush shoulders with newcomers from the East. The wives of British officers or Russian ladies in exile drive to the gates of the bazaar, and then, with an escort of their men folk, visit the booths to buy Turkish rugs or Persian carpets.
>
> Naval officers or petty officers, under the guidance of small boys who speak a little of every known tongue, are accosted by all the Israelites with cries of "This way, mister," but satisfy themselves with a few cheap curios for the folk at home, while they wink audaciously at Turkish girls, veiled or unveiled, who are buying cotton kerchiefs or black silk for their frocks.
>
> Into this scene yesterday, as I wandered through, came two old bandits from the Anatolian mountains, the worse for wear after five years or so away from such a market as this. Their toes obtruded through their peaked shoes. Their sashes were in rags, their baggy trousers were slashed by sleeping on sharp stones, and their turbaned fezzes hardly held together above their sun-baked, wrinkled old "mugs."
>
> They were buying new underclothing, which consisted of one immensely long woolen band, like a baby's swaddling-cloth, which they wrap round themselves, and use as shirt and waistcoat, purse, and portmanteau, sword-belt and holster.
>
> Gravely they took off their fezzes and produced sundry scraps of filthy paper, which they presented as payment for their purchase. In a few days, no doubt, they will go back to Anatolia to join the "Nationalist" army of Mustafa Kemal, to slit the throat of any Armenian who may happen in their way, and to tell the tale of their marketing in this great bazaar of Stamboul, where foreign women show their faces to the crowd.

It is in Pera that the Europeans spend most of their time, for on its principal street, the Grande Rue, the Broadway, or, as the English writer calls it, the "Oxford Street of the East," they may find the goods or the diversions which their occidentalized taste requires. Thus we read:

> The British officer, sauntering as best he may between crowds of Turks, Greeks, Armenians, and Russians, buys his safety-razors, his hair-oil, his new socks, ties, and all that a man needs for comfort.
>
> Here the Russian princess in exile finds the latest modes from Paris, and stands at the same counter with little Turkish ladies with veiled faces, who are also on the same quest.
>
> All day long there is a great traffic of carriages-and-pairs, as elegant as any that drove up Bond Street before the age of motor-cars, with brightly polished panels, painted wheels, and splendid horses of Arab strain. They are the ordinary hackney-carriages of Constantinople, driven for hire by Turks, who demand two and a half Turkish pounds for a mile journey.
>
> British, French, and Italian officers dash about in them, while others come in motor-cars, with a menace of death to the crowds of Turks who gather in the roads, tho always by some fluke of luck they escape. Rich Turks drive in their own carriages, richly upholstered, with oriental rugs on the cushions, and in closed carriages. Turkish ladies, veiled or unveiled, go about the city.
>
> Round about the Grande Rue the British soldier, who has been brought by a strange chapter of history to this city of the old Eastern empire, finds his places of refreshment, and is wise if he is not tempted to stranger haunts, where trouble lies in wait for him.

In Pera, also, the Europeans have their fun. There is dancing every night, tho there are not enough partners to go round, and good-looking boys from the Navy have to dance together, if they are not lucky to get "just one dance" with an English girl or a Russian princess in exile. Mr. Gibbs describes a scene in the Palace Hotel, the rendezvous of Pera's "smart set":

> The women wear evening frocks that have traveled across Europe from France or Russia but have not lost their sheen. Naval officers of the Allied fleets seem to know these little ladies before the band strikes up the fox-trot.
>
> Tall Cossacks, with empty cartridge-cases in their bandoliers and long, curved swords, dance lightly in top-boots, and Jew money-lenders, sitting in the lounge, wait for the day when, by a nod and whisper, the jeweled rings from the fingers of Russian exiles will pass into their pockets.

In Pera the British soldier, too, finds his amusement, for Mr. Gibbs tells us:

> The Red Triangle hangs out its sign on the gates of an old Turkish mansion, and Tommy, if he is a good boy, is well content with the billiard-tables, the reading- and writing-rooms, and the grand piano, which was carried up-stairs by one Turkish porter as tho it were a box of biscuits.
>
> The Union Jack bar gives him a glad welcome, where he can meet the bluejackets from the Bosporus and exchange notes on life over a glass of German beer. Up and down the street there are cinema shows, with English, French, Greek, Russian, and Turkish sign-boards, mostly showing the same old pictures, with Charlie Chaplin, Douglas Fairbanks, and the ghost pictures of poor little Gaby Deslys and others, not censored, unfortunately, by T. P. O'Connor or any board of moralists.
>
> If Tommy is out for adventure—and he is very young in

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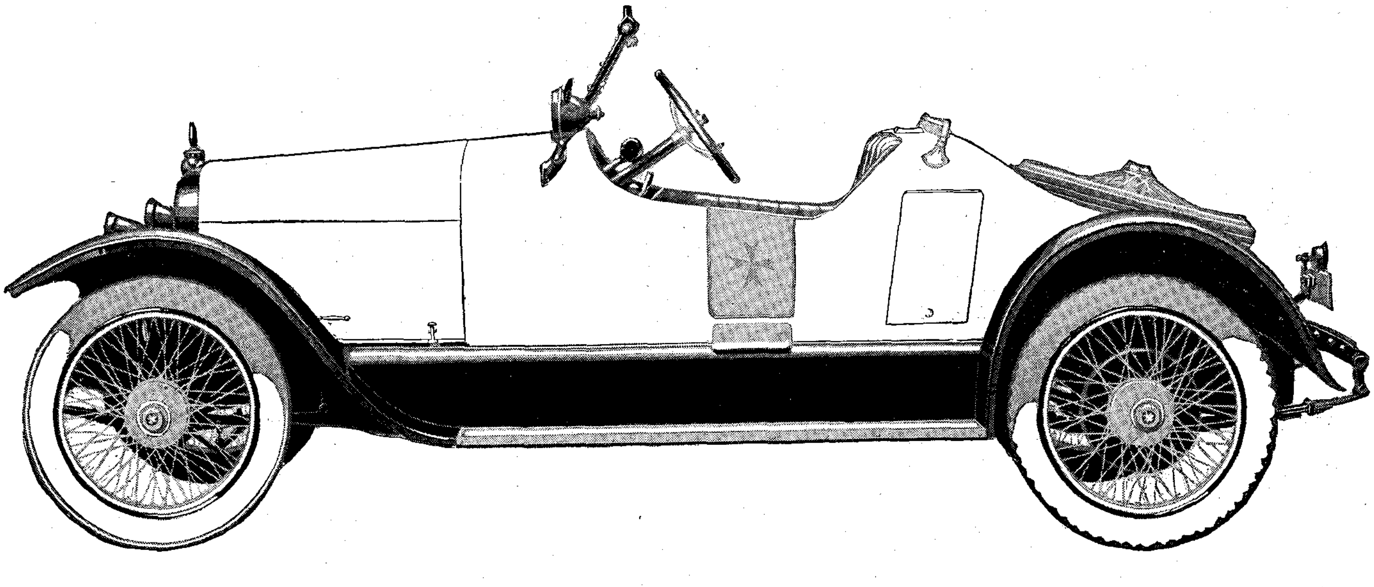

> Constantinople—he may find it to his peril in any side street off the Grande Rue, where Circe spreads her lure and where there are many robbers' caves. Some of them are marked, "Out of bounds to British troops," but through the iron gratings of many old houses kept by Greeks and Jews, or from high, latticed windows above wooden doorways, faces peer out and voices call to any youth in khaki who may have money in his purse.
>
> As a rule, Tommy is wise enough not to walk alone. Generally he links up with a party of pals, and it is only now and then that his high spirits tempt him to one form of fun which is delightful but dangerous, when he knocks off a row of red fezzes in a steet full of Turks.
>
> What Tommy thinks of Pera has not yet been recorded in history, for it is beyond his power of words. And what Pera thinks of Tommy is also not written. For the Turk does not tell. But I doubt whether there is any place in the wide world so fantastic in its variety of human types and contrasts.

A number of times in his story, Mr. Gibbs mentions "the voice of the East, so old, so strange to Western ears, so full of mystery," to which the Europeans sometimes listen with a sense of its uncanny contrast to their way of life. This voice is heard even in the sounds issuing from the numerous gramophones found in Constantinople, it seems, for these instruments, however reminiscent of Western civilization they may be, never play Western melodies, but "give forth strange oriental howlings in the minor key and nasal half-tones, and the old voice of the East speaks out of their tin funnels, hostile to progress and content with the faith and philosophy of Islam." The writer heard this same voice in another form one evening when he sat on the balcony of an Englishman's house overlooking the Bosporus. It was evening, the scent of wistaria was borne upon the breeze, the lights twinkled in the harbor, the minarets of the mosques gleamed white above the dark trees, and then—

> Where a little old mosque stands among a huddle of wooden houses, a black figure stood against the whiteness of its tower. He faced the east and called the people of the East to prayer. It was a long, wailing song, rising and falling in the oriental scale, and the man's voice was harsh. But there was something which stirred one with a sense of things spiritual in that call through the starry sky above the moon-lit world. Other voices answered him. From all the minarets of Pera and Stamboul voices were calling:
>
> Allah is great,
> There is no God but Allah,
> And Mohammed is his Prophet.

So the voice of the muezzin calls through all the villages of Asia at dusk and dawn, at noonday and at night, as nearly five hundred years ago, when the Moslems were encamped outside this city, and then stormed through a breach in the wall, by a palace which still stands in ruins (a Turkish donkey eats thistles where Christian emperors walked) and massacred until their crescent swords were blunt.

EVERYBODY'S TRAVELING IN PULLMANS THESE DAYS—"I want to go to a big city," said an elderly bewhiskered Russian, apparently from the Ghetto, at the New York Grand Central Station the other day. A personage whose duty it is to steer bewildered passengers safely through the mazes of the great terminal asked the patriarch what city he had in mind, and was told, "I don't know—any nice big city." After one or two places not far away had been mentioned, the Russian was asked, "Well, how'd you like San Francisco?" Upon being informed that the California metropolis was both nice and big and that the fare thereto from New York was $100.50, the old gentleman decided that Frisco was the place he wanted to go, whereupon he pulled out a wad of bills "as big as a cantaloup," carelessly peeled off a $100 bill and a $1 bill, asked when the train started, and presently found himself on his journey into the Far West. According to a writer in the New York *Tribune*, the incident is said by railroad officials to be characteristic of the state of travel in the United States this season. We read:

> Never was there such a demand for the luxury of travel. Pullman cars are at a premium, while the day-coaches ride empty. Laboring people are making use of their high wages to see the country as they never saw it before. The coaches used to be occupied all night by people who could not afford berths, but this season everybody insists on having a berth.
>
> "The King of England couldn't get a berth to the Adirondacks this week-end," said a railroad official. "The Twentieth Century Limited, which used to run in one section, and which in special emergencies like holidays ran two sections, now runs three and four. The Lake Shore and the Wolverine run three sections. These are extra-fare trains, remember—all Pullman cars. The regular through trains run half filled."
>
> The same story is told by officials of other railroads. Increased Pullman-car travel was explained by an official of the New York, New Haven & Hartford Railroad:
>
> "There is not a railroad in the country that has Pullmans enough to accommodate the new public. This is partly due to the fact that the Pullman Company built no new cars during the war, and many were transformed into hospital-cars, but it is also attributable to the new-found wealth in the pockets of the laboring people. It is delightful to see these people, who never used to travel, enjoying the luxuries of the parlor-car, sleeper, and dining-car. No more sandwiches in paper bundles for them!"

KIND WORDS FOR LOS ANGELES' NEW HARBOR—FROM SAN FRANCISCO

WHEN SECRETARY JOSEPHUS DANIELS'S fleet of war-ships made their little swing down through the Panama Canal and up the Pacific coast recently, C. M. Jackson, who conducts a "colyum" headed "For Instance" in the San Francisco *Bulletin*, took it upon himself to address an open communication to the Secretary, advising him as to the best method of bringing the fleet into "Los Angeles Harbor." Now, as everybody knows, Los Angeles is several miles from tide-water, but it seems the city has added a "harbor" to her many other natural advantages by annexing a strip of land, several yards wide, extending from the city limits to the beach. Hence, when the "colyumnist," living in a city famous for its port, handed out this valuable "advice," it appears that his purpose, as he himself intimates in an article in *Everybody's Magazine* (New York), was not so much to be helpful to the Secretary of the Navy as it was to exercise the San-Franciscan's inalienable right at any and every opportunity to crow over his beloved city's hated rival, Los Angeles. His letter follows:

> *Hon. Josephus Daniels, Secretary of the Navy, Washington, D. C.*
>
> MY DEAR JOSEPHUS: I see by the papers you contemplate reviewing the Pacific fleet in Los Angeles Harbor and grab my pen to wise you up to a few things that may help make the occasion a success.
>
> I assume, my dear Josephus, that you are not entirely familiar with this harbor, and in order that you may pull off this imposing spectacle with as much *éclat* as possible, submit the following:
>
> As the fleet heads in, the course of the flag-ship should be N-NW to the clump of oaks on Milliken's north forty; thence due east along the worm fence to a grove of eucalyptus just above the Miller place. Close formation should be observed so as not to destroy a patch of sweet corn, now well on in the ear, on the Bass Evans farm.
>
> Bass went into the sweet-corn business only recently, and, as he has only one year more in which to pay off the mortgage, I should dislike to see him meet disaster. Besides, Bass is from your State, has a large family, four by his first wife and seven by his second.
>
> Having reached the grove, all helms should be put hard aport and the course changed to NW by N until the bow of the leading ship is abreast of Hank Potter's hay-baler, when it should be changed to starboard and continued until about a quarter to four bells, which ought to bring you to Dan Jerrue's place.
>
> You may find the going a bit rough, owing to a condition created by a deluge of gravel that came down from the mountains a couple of thousand years before the Los Angeles River yielded to popular sentiment and went dry, and I would, if I were you, send word ahead to have it graded and rolled.
>
> Having passed what the Los-Angelans delight to call the "Straits," the fleet can break from column and by keeping close to the wind with sails close hauled will be able to proceed through the main channel, with the pigeon farm to starboard and the milk cannery to larboard, to a point on the sand flats where the reviewing stand undoubtedly will be located. Following the ceremony, the ships can back out the way they came in.
>
> Use your own judgment about climbing the bank after leaving San Pedro. You can tell Rodman, however, that my experience has been that the best going is right west of Hi Morgan's cooper shop. You can not miss it, for Hi always has a big sign out.

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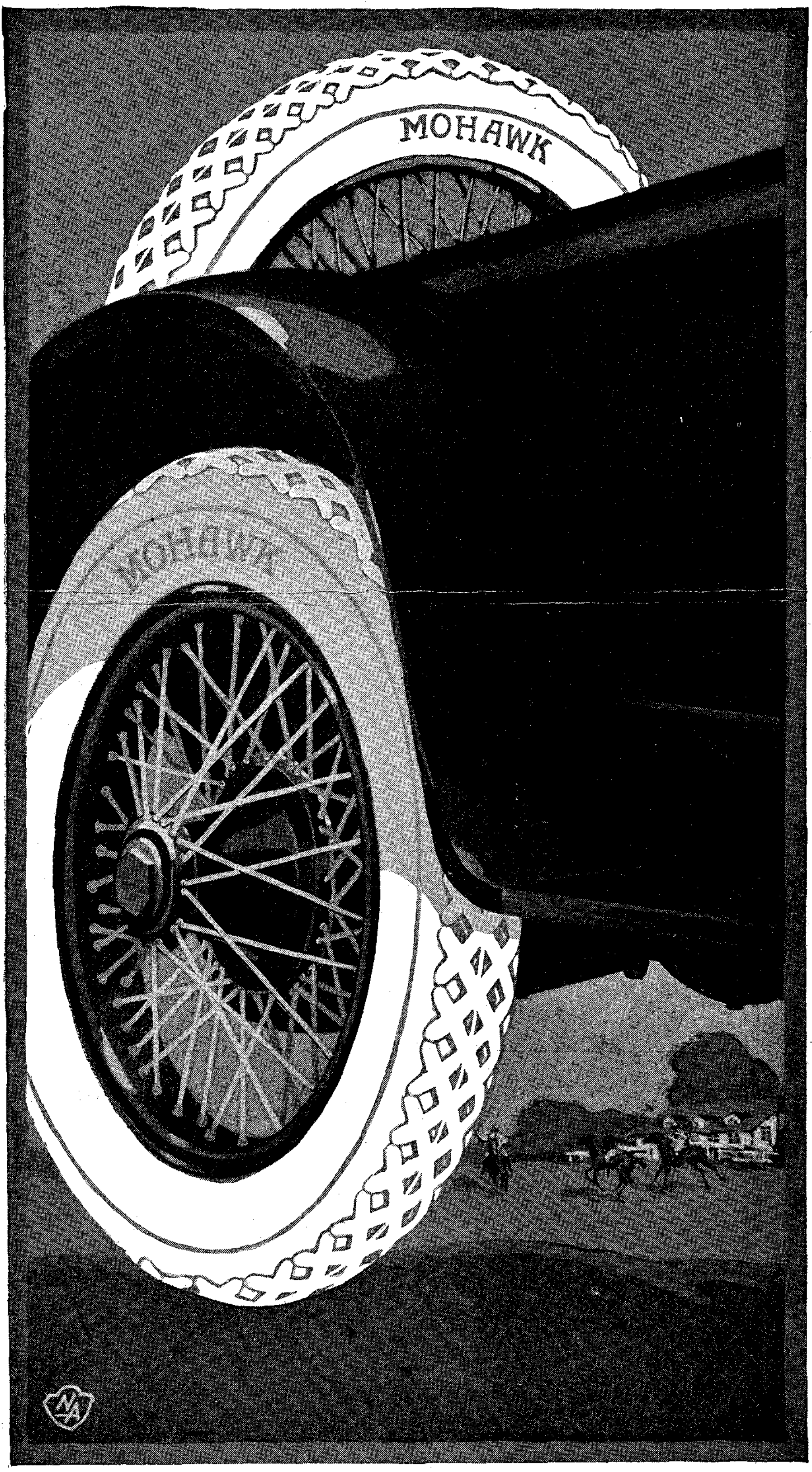

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KANSAS CITY DALLAS SAN FRANCISCO LOS ANGELES NEW YORK BOSTON CHICAGO ATLANTA

THE WHOLE WORLD LOVES A PRESIDENTIAL NOMINEE

FOR MANY DAYS NOW the Republican nominee for President has experienced the disadvantages of greatness that go with the necessity of meeting and talking to an endless stream of people that "want to see Mr. Harding." They are a diversified aggregation, these visitors, according to the accounts of observers, and include all kinds of people, from solemn and oppressive individuals with intricate plans for saving the world from the merry bow-wows down to dear little old ladies with jars of preserves made from fruit grown back at the candidate's boyhood home in Ohio. Time was, we are told, when it was one of the easiest things in the world to go in and see Senator Harding. An ancient man at the door of the Senate Office Building would say to inquirers, "Room 143, next floor below, on the second turn to the left, the fifth door from the end," and when one knocked at that door, a cheery voice would respond, "Come in," whereupon the visitor would enter and find himself in the presence of a middle-aged man with gray hair reminiscent of "a tame lion always ready to recall (without regret) those happy far-off days in the jungle." But that has all been changed. Now the caller has to follow a crowd composed of Senators, Congressmen, Judges, Ohio editors, campaign managers, publicity men, reporters, photographers, retired generals and admirals, ladies who wanted to be on the campaign committee, but were kept off because of the machinations of certain unfriendly females, original Harding men, and others too numerous to mention. "You weave among the alpaca coats, carefully avoiding the banked fires of the smoldering stogies," says Richard Barry in the New York *Times*, and presently—

> A young man comes forward with hand outstretched. If a single word is chosen to describe him it will be neighborly. "My name is Christian," he says; "what can I do for you?" You recognize the Senator's secretary, the erstwhile Marion Democrat who is now the lesser ego of our chief Republican. Like master, like man. The only difference between Harding and Christian is perhaps a quarter or a fifth. The secretary is that much narrower, that much shorter; otherwise, he is the small pea shelled out of the end of the same pod; as devoid of angles or guile as a buckeye, as pleasant as a lozenge, intelligent, alert, receptive, and as poised as the center of population.
>
> Certainly the Senator will see you. Stick around. He is on his way from his house to the office. There are a few others ahead of you, obviously. However, in some occult manner, without actually saying so, Christian manages to make you believe that you are the only person the Senator is really interested in seeing. This impression is somewhat shaken when you perceive that later callers are similarly received—yet the *ensemble* of the office could provoke nothing but friendship."

While "sticking around," one may get an idea of the atmosphere of the candidate's habitat, and, to a certain extent, the spirit of the waiting visitors, says Mr. Barry. Among other things, the place impresses one with its orderliness. Clerks move briskly about, giving attention to the stacks of mail and telegrams coming in, "but there is no jazz." The tranquillity of the Harding offices is taken by some to indicate the sort of an administration the Ohioan would give the country if elected. "He'll just take the jazz out of life and bring us back to sane living once more," one man is quoted as saying. We read further:

> In one corner waits, unnoticed, a retired General, once Commander-in-Chief of the American armies. Across from him restlessly paces a stubby-chinned little man who possesses the secret (as he asserts) of how to swing two counties in northern Ohio. Ambling about, bored but observant, is the stocky director of publicity who once ran a one-horse show that overnight developed into a three-ring circus.
>
> There is a movement in the hall. "He's coming!" spreads in circumambient whispers.
>
> Out of the heavy and surging crowd rises a restful gray head topping broad and comfortable shoulders. A word here, a nod there, a smile across, and then a hearty call, "Now, Christian, you 'tend to all these folks here and I'll go inside."
>
> The pleasant, reassuring view of Harding, elate, poised, regnant, recalls many things. There was that cynic in the Senate gallery who one day during a debate remarked, "That fellow Harding down below is the only one of the lot that could wear a Roman toga and get away with it." And there was the sour remark of Tom Reed about McKinley: "Mac must be a liar because God Almighty never made a man as honest as he looks." It might apply as well to Harding. And the undercurrent of talk flowing back from the Chicago convention indicates that the delegates estimated physique as a prime essential in the candidate.
>
> In a moment he turns, sees the writer. Then, passing an arm about his shoulder, he says: "Barry, you know I have all the time in the world for you—but not now. Three Senators are waiting for me. Fix up a date with Christian," and is gone.
>
> While the date is being fixt and the hour approaching a quiet corner is sought in an inner room peopled with secretaries and stacks of mail, about 94 per cent. of which is from "original Harding men." Here also penetrate the inner circle of wiseacres. Here, each day, the coming Cabinet is made and remade, in the minds and hopes and aspirations of the temporary tenants.
>
> Several times recently the papers have printed tentative Cabinets. It is no violation of confidence to state here, absolutely, that all have been wrong. It is also a plain statement of fact that no deals have been made. Who will be members of Mr. Harding's Cabinet, if he is elected, he himself does not know.
>
> Often, in former times, the writer has discust affairs, high and low, practical and impractical, with the present candidate. One of these discussions, held on the portico of the Capitol, is recalled. It concerned the greatness of great men. Harding revealed then that his chief hero in American history is Alexander Hamilton, and his chief hero in world history Napoleon Bonaparte. For a long time, on that occasion, he expatiated on the virtues of both, until the remark was made, "Tell me, do you ever see yourself in the rôle of either?"
>
> "No," came the reply with an ingratiating smile, "I have no such delusion. I don't think that either Hamilton or Bonaparte could have any place in our life as we are living it to-day. Each was the natural outgrowth of the time in which he lived. Besides, I have rather an ordinary estimate of my own abilities."
>
> When it came the writer's turn to go in to see the Senator, the latter spoke of the strenuousness to which his new honors were subjecting him. The newspaper man told him he only wanted five minutes of his time. "You are the first person who has said a thing like that to me in a week," confessed the candidate, adding that he thought he could meet any kind of demand on his time, "but this is different from anything else. . . ." Mr. Barry merely wanted to know the true story of the Senator's entry into the newspaper game, and it was elucidated as follows:
>
> "My father was a country doctor. He was also a bit of a trader. He used to pick up properties when he could get them for a bargain. One day, with a partner, he bought *The Star* for $300. No money was passed. It was a trade involving other property. He said to his partner, 'My son, Warren, can run it; he worked on a newspaper once.'
>
> "So I had—a few months before—but it was a Democratic paper and the campaign of '84 was on. Tho only nineteen I was an enthusiastic Republican. One day I wore a Blaine hat to work; the editor saw it and fired me.
>
> "So I took hold of *The Star*, but in a very short time suit was brought against father and judgment delivered in a contest over the property he had traded. I was ousted. I was deeply wounded. Nothing ever hurt me so much as that action. I knew nothing about lawsuits, but I had the definite idea that to lose a property through a judgment being taken against you was an extreme disgrace. I thought my career was ended.
>
> "For a time after that I sold insurance by day and practised in the Marion band by night. I played the trombone part of the time and part of the time the cornet. The band had a lot of work, for it was fall of a campaign year, and every few days either one party or the other would engage us.
>
> "Election day arrived. The band was busy, of course. I was sure Blaine would win and was happy in tooting with that idea in mind. But when, late at night, it became apparent that Cleveland had won, I felt as tho I were in disgrace nearly as deep as that occasioned by the loss of the paper. There I had been celebrating a Democratic victory, and for pay, without knowing. Life seemed pretty dreary and empty.
>
> "In a restaurant I foregathered with a pal of mine, Jack Warwick, now a paragraph writer on the Toledo *Blade*. Along came Johnnie Sickel, who had just come into a mite of an inheritance. Earlier in the day I had heard that *The Star* was again for sale. It was the least important of the three papers in Marion, then a town of five thousand.
>
> "In that restaurant late that election night, Warwick, Sickel, and I decided to buy *The Star*. Our total capital consisted of $100 I had saved selling insurance and Johnnie's legacy. He loaned $100 to Jack so we could each put up the same amount.
>
> "The next day we started in. That is all there is to the story. My cornet-playing and my insurance-selling ended there. From that day to this I have been the editor of the Marion *Star*."

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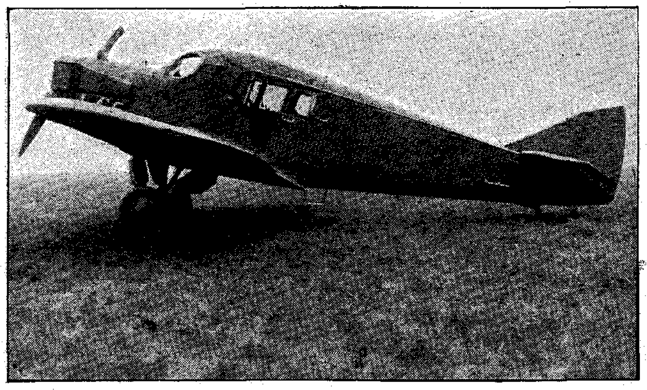
MOTORING AND AVIATION

NEW RECORD BY A NEW GERMAN-DESIGNED MONOPLANE

THE MONOPLANE SIDE of the monoplane-biplane controversy, in which biplanes have been having things all their own way for some years, received a great boost in expert opinion when a new-fashioned flying-machine, made entirely of metal and sustained by only one huge, internally braced plane, settled down near Philadelphia on the evening of June 27, after breaking all American records for a non-stop flight. The machine, carrying three passengers, had left Omaha the same morning. It had been in the air a few minutes less than eleven hours and covered a distance of some 1,200 miles. Strong side winds and dense fogs, the worst foe of the modern flying-machine, were encountered much of the way, but the plane came through on the astonishingly small expenditure of only 135 gallons of gasoline, carried in reservoirs in the metal wings. The enclosed car of the machine was electrically heated, and during the flight, which took place at the average altitude of a little more than one mile, the passengers took naps, had luncheon, read and wrote, and generally conducted themselves much as if they had been on a railway-train. Says the New York *Evening Post*, describing the outward journey of the same plane from New York to Chicago, when more passengers were carried: "Luncheon, with a full service of silver and tableware, after-dinner cigars for the male passengers, and vanity-cases for the ladies were a feature of the journey. The weather was cold outside, at seven thousand feet high, with a thick blanket of clouds intervening between the machine and the earth, but in the electrically heated cabin passengers wore straw hats and summer clothes." According to the New York *World*, this "first all-metal plane built in the United States" has impressed the aviation experts of the Army with "its promise to revolutionize aircraft." Although largely American-made, the machine is of German design. As the aviation expert of the New York *Times* announces: "Aircraft design and construction will have to be completely revolutionized as the result of the success of an all-metal airplane, the product of German genius, in the opinion of prominent American aircraft manufacturers and Army air-service officials who have witnessed the performances of the machine." The writer, a former cadet of the United States Aviation Corps, continues:



IT IS MADE ENTIRELY OF METAL, BUT IT FLIES.

This new monoplane compares with the common wood-and-canvas machines somewhat as the modern all-metal steamship compares with the wooden ship of years ago—at least, that is the general opinion both of its owners and of several army air experts.

> There is an interesting story in connection with the bringing of the German plane to this country for commercial purposes. J. L. Larsen, who was born in Denmark but has been an American citizen for twenty-five years, went abroad last fall to sell American-made planes. Larsen wondered why he had such ill luck in his selling campaign until he learned of the German metal plane. He witnessed several flights of the craft and immediately negotiated for the American rights for the metal construction. The creation of the *JL-6* type is his own, but the metal wing and construction are the work of Dr. Hugo Junker, the German engineer.
>
> "All rights and patent claims for this country on the *JL-6* are mine," said Mr. Larsen, "and the corporation which I formed is 100 per cent. American-owned. The corporation was formed for the purpose of starting immediately the manufacture of all-metal airplanes.
>
> "The plane only requires five gallons of gasoline to fly one hundred miles. An idea of the saving in fuel may be gained when you consider that one of the leading types of planes uses up forty-six gallons an hour to negotiate the same distance. This plane of which I speak requires two 400-horse-power Libertys to propel it, while mine has one 160-horse-power engine."
>
> On a recent flight from Atlantic City to Philadelphia and return, with six passengers on board, the monoplane flew the 120 miles in fifty-nine minutes and thirty-four seconds. An average altitude of a mile was maintained.
>
> An official of one of the leading aircraft companies in this country, who took a flight this last week in the plane at Central Park, declared it was a hopeless task to attempt to compete in the market with the *JL-6*, as the Larsen plane is known.
>
> "How frail the present types of airplanes, with their fabric wings and wooden fuselages, appear alongside of this machine, with its metal wings and body!" he said. "Aircraft-builders throughout the world have got to change their ideas entirely to meet this new departure in construction. I simply throw up my hands when I think of this remarkable craft."
>
> It was said on good authority that one American company was going out of business, realizing the futility of continuing to manufacture planes along the present lines of construction. Their engineers have been studying metal construction with a view of building a similar type of plane, if possible.

The machine covered more than 950 miles on its recent trip from New York to Chicago, going up into Canada to avoid a storm over southern Lake Erie. The actual running time for the trip was eight hours and fifty-four minutes. Some of the entries in the log, as reprinted in the New York *Evening Post* and supplemented from an original copy of the account kept by one of the members of the crew as the flight proceeded, are as follows:

> 2:45 P.M.—Left ground at Long Island Flying Field.
>
> 2:54 P.M.—Crossing the Sound.
>
> 3:20 P.M.—Just passed over Peekskill.
>
> 4:23 P.M.—Landed at Albany, 175 miles by road from starting-point. Time, one hour and eight minutes.
>
> After an overnight stop the journey was resumed.
>
> 10:15 A.M.—Left Albany.
>
> 10:38 A.M.—Have reached 6,800 feet; above the clouds. Weather cold outside, but electrically heated cabin is warm. Passengers wear straw hats and summer clothes.
>
> 11:45 A.M.—Mr. —— (the owner) has retired for a nap.
>
> 12 NOON—Mr. —— (the owner) called for lunch. Says he enjoyed sleep.
>
> 12:15 P.M.—Two hours out from Albany. We have passed Geneva at a height of 5,500 feet.
>
> 1:05 P.M.—Circling over Buffalo at 3,500 feet. Very smoky below.
>
> 1:09 P.M.—Found the field and landed.
>
> 5:00 P.M.—Left Buffalo for Chicago.
>
> 6:09 P.M.—Crossed into Canada to avoid storm. In the States everything appears to be laid out in squares. The fields

GMC

General Motors Trucks

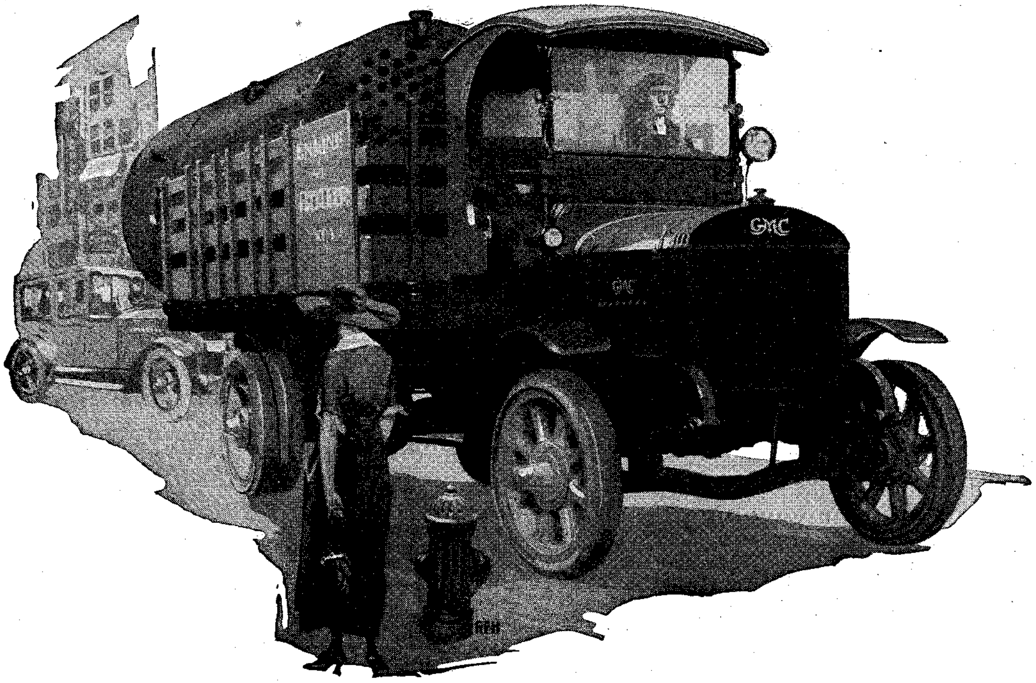
WHEREVER the big important jobs are to be done you will find GMC Trucks. It is in the strenuous work that reliability is needed most.

Reliability, along with other motor truck requirements, depends on quality, and quality is the first GMC virtue.

For the sake of such quality nothing is ever sacrificed. Quality comes first. It is built in at the factory. It comes forth in faithful performance.

Those who know GMC Trucks best appreciate most what these statements mean.

GENERAL MOTORS TRUCK COMPANY
One of the Units of the General Motors Corporation
PONTIAC, MICHIGAN
(679)



This un-retouched photograph shows Goodyear Cord Tires in service on a semi-trailer, one of the lumber hauling units of the Co-operative Tie & Timber Co., Oklawaha, Fla.

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR

The Route of Least Resistance —Via Pneumatics

"On solid tires our trucks had to go long distances around bad stretches to get to the good. Pneumatics meant taking the short cuts, regardless of sand and corduroy roads infested with stumps, roots and marl. After carefully weighing the situation we changed to pneumatics. During approximately a year and a half no Goodyear Cord Tires have actually worn out; some are still going after 18,000, 20,000 and 25,000 miles of service."—L. D. Lossing, Local Manager, Co-operative Tie & Timber Co., Oklawaha, Fla.

TRAINED and conservative observation constantly confirms, as in this instance, certain well-defined advantages of Goodyear Cord Tires broadly beneficial to motor haulage.

In radically different duty these adaptable pneumatics increase efficiency and economy by displacing effects of the solid tire unfavorable to drivers, loads, trucks and roads.

They smother shock, grip in slippery going, are persistently nimble and combine these virtues in a fine tire body made rugged with the sinews of Goodyear Cord construction.

Designed and built with the scrupulous care that protects our good name, this construction has supplied the practical basis for the whole success of the pneumatic truck tire.

Its present influence on motor transportation clearly reflects Goodyear's pioneering of improved truck operation with all-year highway fleets shod with Goodyear Cord Tires.

Industrial and commercial records, identifying the value of pneumatics in distinct kinds of hauling, will be sent by The Goodyear Tire & Rubber Company, Akron, Ohio.

SAVE DRIVERS · LOADS · TRUCKS · ROADS
Haul on Pneumatics

CORD TIRES

are square and the woods are square. On this side of the line the woods wander all over the landscape like the veins in a leaf.

6:25 P.M.—Still following shore of Lake Erie. Land very peculiar, due to sand or clay. Each field is mottled like a marble cake.

6:55 P.M.—Over shore of big lake—it must be Lake Huron. Altitude, 4,500 feet.

7:10 P.M.—Over Windsor, opposite Detroit. Crossing river below Detroit near Grosse Isle. Buffalo to Detroit, 131 minutes. Total time, New York to Detroit, 394 minutes.

7:59 P.M.—Three hours out. Altitude, 5,000 feet.

8:54 P.M.—Passing city we think is Battle Creek. Now see it is South Bend. Spotted the gold dome of Notre Dame. Altitude, 5,000 feet.

9:10 P.M.—Two hours from Detroit, and now passing over the end of Lake Michigan, somewhere near Michigan City.

9:12 P.M.—Over Michigan City.

9:15 P.M.—We are now over the Lake at an altitude of 5,000 feet. Sunset reflection on water below is a deep cerise.

9:24 P.M.—Opposite Gary, Ind. About ten miles out in the lake. Altitude, 5,500 feet, 1,300 revolutions per minute.

9:30 P.M.—Chicago a slight way ahead of us. On the shore, easily seen.

9:31 P.M.—Over Jackson Park. "Midway" in the distance.

9:35 P.M.—Over Field Museum. Altitude, 5,000 feet.

9:37 P.M.—Crossing river.

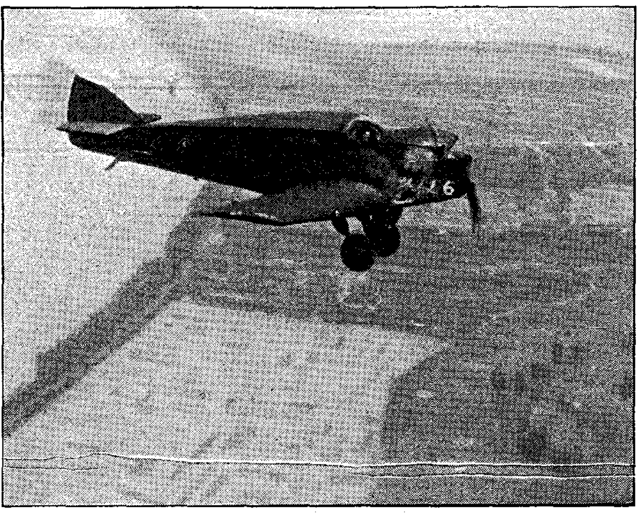
9:38 P.M.—Over Garfield Park.

9:42 P.M.—Over field.

9:50 P.M.—On ground. Six-thousand-foot drop in seven minutes.

9:53 P.M.—Out with baggage. Trip ended.

"The first fact noted about the *JL-6*," says the New York *Times*, taking up the physical characteristics of the new machine,



HOW THE NEW BIRD LOOKS IN THE AIR.

Due to its body design, and the absence of guy wires, the *JL-6* monoplane flies faster with less engine-power than most other planes in its class. The gasoline is carried in reservoirs in the thick, internally braced wings.

> Is that it is a monoplane, which means it has only one wing. The fuselage, or body, rests directly on this wing. There are no wires or struts such as are used in the present type of airplane construction. In a biplane the fuselage rests between the upper and lower wing, which accounts in part for the bracing and wiring.
>
> The metal used in the wings and body is an aluminum composition which is a secret of the manufacturer. In tests made of the strength of the wings, eighty-five men are reported to have stood on the forty-eight-foot spread without causing any ill effects. In the body of the plane, which is inclosed in glass and luxuriously upholstered, there is room for six passengers and two pilots. The motive power is furnished by a 160-horse-power Mercedes engine, giving it an average speed of 115 miles an hour.

Col. W. K. Wilson, of the General Staff, after making two extended trips in the new monoplane, reported in part as follows:

> The *JL-6* represents a new era in aviation. It is designed to secure the maximum of safety, service, and efficiency. The metal wings carry the gasoline-tanks, which have a capacity sufficient to keep the plane in the air for more than ten hours. However, consumption of gasoline for a plane of this size is very low. The cabin is designed for the comfort of the passengers. There are four upholstered seats arranged similarly to the seats in a limousine. There is a door on each side of the cabin and isinglass windows which can be raised or lowered by the passengers.
>
> Behind the cabin there is a small compartment for baggage. During the flight the passengers changed seats at will, ate lunch, and wrote letters. As an inspection plane for army officials, the *JL-6* is ideal. The metal construction has a big advantage in that it is both fire-proof and weather-proof, and the possibility of developing this type into a very much larger plane with greatly increased carrying capacity makes its introduction very important to both commercial and military aviation.

MOTOR-MAD AMERICA, AS SEEN BY A SUPERCILIOUS BRITON

THE "STATES" HAVE GONE MAD, quite mad, on the subject of motor-cars, in the carefully acquired opinion of a British lieutenant who was among us in August of last year, taking notes on the general customs and peculiarities of the modern American natives. A "certain condescension" may be noted in the lieutenant's article, entitled "America Motor-Mad," which appeared in a recent issue of *Motor*, a London publication. It seems to rouse no little polite surprize in this British critic that American workingmen, and many people of the "lower classes," should not only aspire to automobiles, but have them too. After remarking that every one in this country has a car, the Lieutenant deals this stinging blow to our automobiliar self-respect:

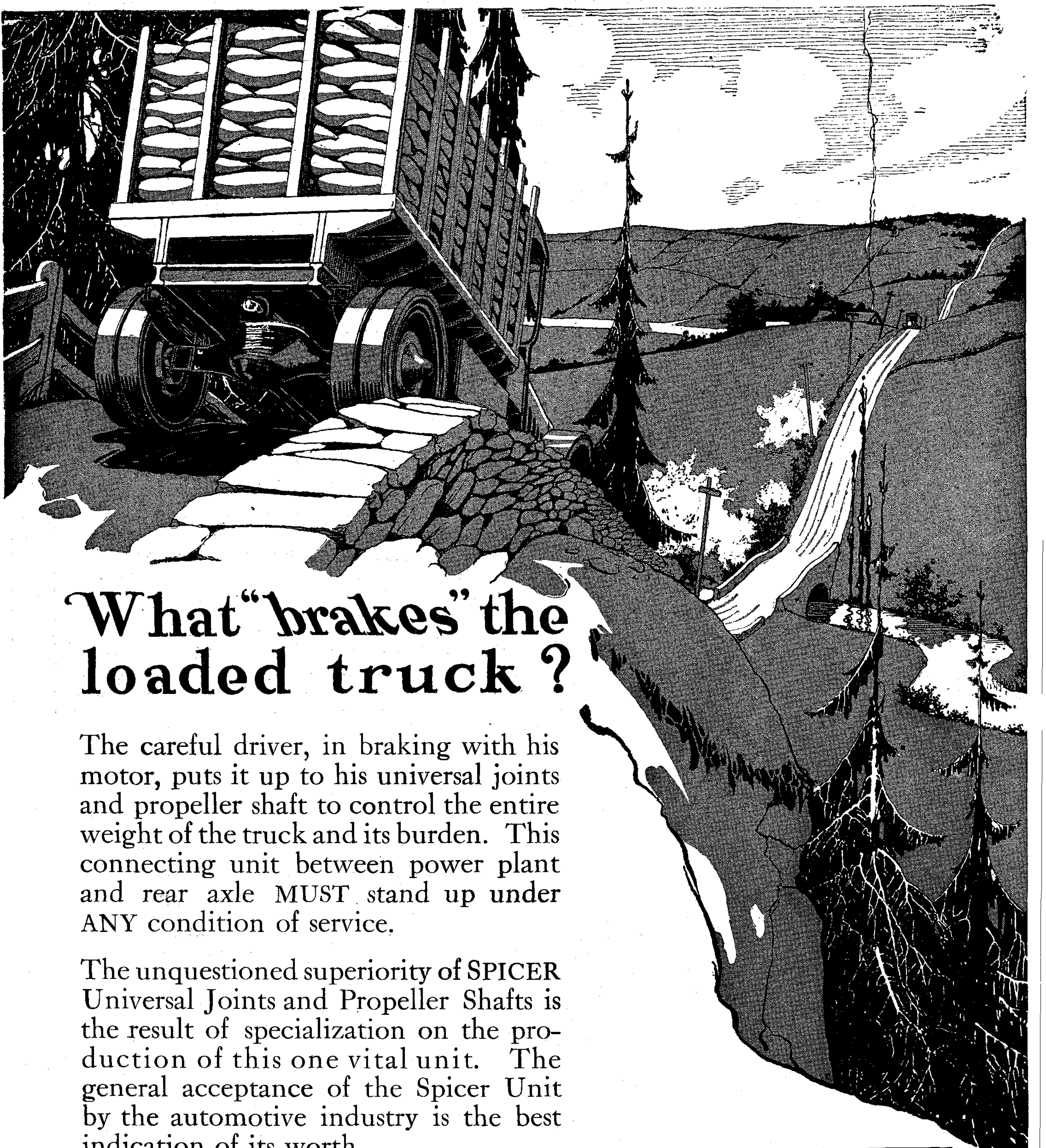
> "A peculiarity of the average American motorist is that he has not the faintest idea of mechanics. His car is a mystery to him, and if he has the slightest mishap on the road he is as helpless as a child."

"Perhaps, by inference, all British motorists know all about their cars," comments the New York *Tribune*, naturally stung by this reflection upon American motordom, and proceeds to give both the condescending Lieutenant and the whole British nation "what for" in the following manner:

> If so, they must be a wonderful race. We seem to have heard about Britons hung up at the roadside and looking vainly to find out what makes the darn thing fail to go.
>
> And yet, such is human fallibility, whether American or British, that the illustrations with which the story is adorned, supposed to represent American cars, show every single one of these machines "right-hand drive." So the ignorance of mechanics at least applies to one Briton, the man who drew the pictures.
>
> Lieutenant Beveridge must have seen a great many automobiles on long tours, because he comments that one thing that struck him was "the lack of pride in the car shown by the dirty, unkempt look of the vast majority of them seen on the roads. It may be that so many of them have no garage accommodations and the vehicle spends all its time in the open; or, again, it may be that the real pride of possession which used to delight us in Old England is missing out here. Anyway, to see a well-kept car is by far the exception." Of course, it is, if you keep your eyes closed.
>
> In a country where long tours over sometimes dusty roads are the rule and people do not put up in towns where they can get the car washed every night without spending more money than seems advisable, dirty cars may even be expected. But in cities, and many, many of them, well-kept cars do not strike the American observer as exceptional at all.

Lieutenant Beveridge was imprest with the number of our cars, but he is sometimes rather severe, as these excerpts from the article will show:

> "What astounded me more than anything else were the motor-cars, which swarmed like ants everywhere. 'Wonderful,' I said, when they showed me the Woolworth Building; but I was thinking of the maze of motor-traffic which wound in and out from every street.
>
> "'No, we have nothing like that in London,' I confessed to my guide when Fifth Avenue was trotted out for my admiration; but it was the solid four-way pack of fine automobiles, stretching from Madison Square to Central Park, that compelled my admission.
>
> "So it is throughout the whole country—motors, motors all



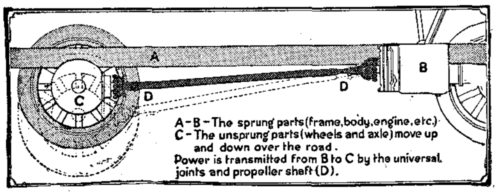
What "brakes" the loaded truck?

The careful driver, in braking with his motor, puts it up to his universal joints and propeller shaft to control the entire weight of the truck and its burden. This connecting unit between power plant and rear axle MUST stand up under ANY condition of service.

The unquestioned superiority of SPICER Universal Joints and Propeller Shafts is the result of specialization on the production of this one vital unit. The general acceptance of the Spicer Unit by the automotive industry is the best indication of its worth.

SPICER MANUFACTURING CORPORATION
SOUTH PLAINFIELD, NEW JERSEY

Write on your business letterhead for illustrated booklet covering Spicer Universal Joints and Propeller Shafts.


A
B
C
D
D
A-B - The sprung parts (frame, body, engine, etc.)
C - The unsprung parts (wheels and axle) move up and down over the road.
Power is transmitted from B to C by the universal joints and propeller shaft (D).

Spicer

UNIVERSAL JOINTS AND PROPELLER SHAFTS

In the Service of the Men Who Served Their Country

Hospitals and hotels everywhere that have set for themselves the highest sanitary standard use "Wear-Ever" aluminum utensils in their kitchens. The Government, too, has recognized the cleanliness of "Wear-Ever" and its many other advantages by placing

"Wear-Ever"

Aluminum Cooking Utensils

In the Kitchens of

The Walter Reed (U. S. A.) Hospital and St. Elizabeth's Hospital, Washington, D. C.

The Walter Reed Hospital is now caring for many seriously injured service men, and had three thousand beds during the war. Many "Wear-Ever" utensils, in addition to those shown, are used in its kitchens.

St. Elizabeth's Hospital is a Government hospital for the insane, and is also caring for some service men. Its "Wear-Ever" utensils consist of a large number of coffee boilers, two 30-gal., four 70-gal., and two 80-gal. Liberty Urns, and two 40-gal., and four 80-gal. Type 3 Steam Jacketed Kettles.

WEAR-EVER ALUMINUM TRADE MARK **Replace utensils that wear-out with utensils that "Wear-Ever"** WEAR-EVER ALUMINUM TRADE MARK

The Walter Reed (U. S. A.) Hospital—Washington, D. C.

St. Elizabeth's Hospital—Washington, D. C.

The Aluminum Cooking Utensil Co.

Department 10 New Kensington, Pa.

MOTORING AND AVIATION

Continued

the way. It is simply bewildering, and when one is told that there are 7,500,000 automobiles in the States, one is almost tempted to say, 'Is that all?'

"I went with a friend to see a bungalow he is building outside New York. There were eight bricklayers on the job. Five of them came to work in their own machines. Indeed, so common is the workman's car that employers are now providing parking places for their employees' machines.

"The other day I was told that at a Southern ship-building yard a negro riveter is driven each morning to his work by his wife, called for at lunch-time, and again when the day's work is over—in a limousine! You will not be surprized when I tell you that he 'pulls down' an average of $250 a week.

"At a recent inquiry on factory operatives' wages one witness calmly testified that a motor-car was a necessity for the workingman. And the remark was passed by the newspapers almost without any comment."

MORE ABOUT THE SMOOTH WILES OF THE AUTO THIEF

THE end of the battle of wits between the auto thief and the auto-owner apparently is not yet, and from the latest accounts it would seem that the thieving gentleman is thus far having a little more than a shade the best of the conflict. Of locks and other devices for foiling the party with designs on his neighbor's bus there are many, but it seems that their most noteworthy result has been merely to develop a generation of crooks more clever and possest of more Simon-pure "gall" than any class of criminals ever heretofore celebrated in story or song. Auto thieves ply their trade or practise their profession not only for gain, we are told. Some of them steal cars for the pure joy of it. The excitement of the game appeals to them. Others seem to act under the impulse of a streak of perversity in their moral make-up which renders them incapable of resisting the temptation of getting away with any stray car coming their way. Thus, a Mid-Western "major league" crook described by A. L. Maurice in *Motor* (New York) is said to possess some perverse kink within the recesses of his being which prompts him to appropriate the property of car-owners where another man would borrow pennies from his baby's bank. "Old cars, new cars, large ones and small—they are all grist to his mill, and if they are left lying in his path he is more than likely to gather them in." The coolness and resourcefulness of this virtuoso among auto thieves are described in Mr. Maurice's article, from which we quote, to show auto-owners how such a crook works and what should be done to frustrate his designs:

A Ford car stood at the curb of a busy street awaiting the return of its owner. Presently a well-dressed individual approached the car, looked at his watch with the concerned air of a man who is late for an appointment, and climbed into the front seat. For perhaps five minutes he waited impatiently, and then, after another glance at his watch, leaned forward and attempted to turn the ignition switch. The switch was locked. This circumstance, altho it appeared to surprize the man, did not nonplus him, for he promptly drew a small hammer from his pocket and began systematically to tap the coil-box.

While he was doing this the owner of the car stept up and in tones of righteous wrath demanded to know what the intruder was doing in his car. The interloper flared up like a sky-rocket.

"What am I doing in your car?" he repeated. "What makes you think it is your car?"

"I know it is my car because I bought it and paid for it. Moreover, I drove it up to this very spot ten minutes ago, and I can identify it by the motor number, the license, or in half a dozen different ways. Now you explain to me how you come to be sitting in my car monkeying with the coil box."

"Well," said the other, "if you're certain that this is your car I must have made a mistake. You make me feel like a thief, but as I am technically in the wrong I won't pick a quarrel with you." And he made a move to get out of the car and proceed on his way.

The calm assurance of the suspected thief might have served to extricate him from an embarrassing position had it not happened that two city detectives were interested witnesses of the whole performance. At this juncture they left the doorway in which they had been standing and asked the owner what seemed to be the trouble.

"Why," sputtered the owner, "I leave my car for ten minutes and when I come back I find this crook sitting in it tampering with the ignition lock. He has the nerve at first to imply that it is not my car, and now he thinks he can put me off with a flimsy stall about its being all a mistake."

"Now, what's your side of it?" asked one of the detectives, turning to the alleged crook.

"Simply what I have said to this gentleman. I have made a mistake. A friend of mine told me to meet him in his car, which he had left near the corner of River and Main streets, and here I am. I got into the wrong Ford, and that's all there is to it."

But the owner insisted that he would make a great deal more out of the matter and demanded that the detectives take them both to the police court. Arrived there in the car which was the cause of the disturbance, the owner formally accused the suspected man of having attempted to steal his Ford.

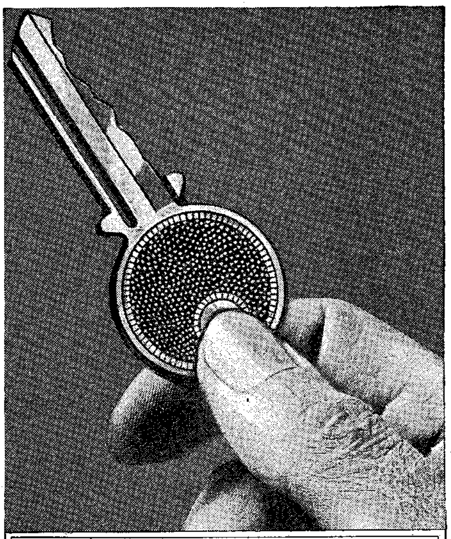
After a short delay the magistrate took up the case and first heard the evidence of the owner and of the detectives. Then he turned his attention to the suspect.

"Explain if you can," he ordered, "how you happened to be sitting in this gentleman's car during his absence."

"Your Honor," was the reply, "I had made an appointment to meet a friend in his car at the corner of River and Main streets. I entered what I thought was his car and sat down to wait for him."

Said the Judge: "But you did more than wait for him. The complainant charges that when he returned to his car you were hammering the coil box and tampering with the ignition lock. Can you explain that?"

"Yes, sir," answered the suspect. "My



Is this a YALE Key?

No—it is not!

If it's YALE made it's marked "YALE."

That *shape* in a key does not mean YALE.

It merely means that that key looks like some YALE keys.

That shape is little more than flattery of you and us. Of you, because you like keys so shaped. Of us, because it resembles *some* of the YALE shapes.

Is the name YALE on the key or lock? That's the identifying thing, that *only*.

The name YALE is our trade-mark and property as applied to all that is best in invention, design, workmanship and material in

Builders' Locks and Hardware	*Bank Locks*
Padlocks	*Time Locks*
Night Latches	*Chain Blocks*
Cabinet Locks	*Electric Hoists*
Door Closers	*P. O. Lock Boxes*

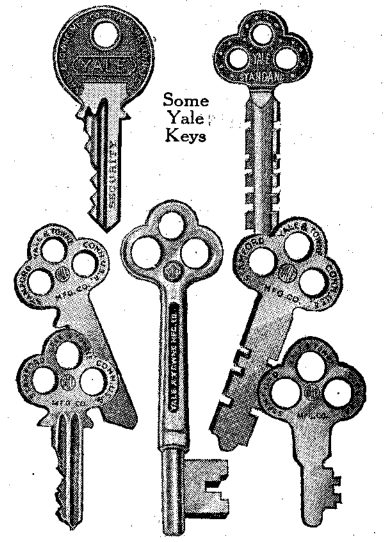
That is why this trade-mark is worth finding on the product *you* buy.

The Yale & Towne Mfg. Co.

Makers of the Yale Locks

General Offices and Works: Stamford, Conn.

New York Office: 9 E. 40th Street
Chicago Office: 77 E. Lake Street
Canadian Yale & Towne Ltd.
St. Catharines, Ont.



TRADE YALE MARK

MOTORING AND AVIATION
Continued

friend instructed me to wait for him until three o'clock and then if he had not showed up to drive the car around to his home. I arrived at three precisely, waited five minutes, and then prepared to start up the car and drive away. I found that the switch was locked, but as I formerly owned a Ford equipped with this locking device, and occasionally lost or forgot the key, I knew that this particular type could be opened. I may add that I am a boiler inspector and that I have found it useful to carry a small hammer about with me to chip off paint in looking for corrosion."

"Your story is plausible, but little more than that. Have you ridden in or driven your friend's car before?"

"Yes, your Honor, several times."

"Then how does it happen that you could not distinguish between his car and that belonging to the complainant?"

"Because both cars are Fords, and all Fords look alike, not only to me but to their owners."

"The cars may look alike, but the license numbers are different. Why didn't you ascertain from the license plate of this Ford whether or not it was your friend's?"

"I don't know the number of his car, and I venture to say that this man who has unjustly brought a charge of attempted theft against me doesn't even know the number of his own car."

Here the owner interrupted emphatically. "I do," he declared; "it is 876832. The license card in my pocket will prove it."

Out of curiosity the magistrate asked to see the card, and read aloud the number 867832. For a moment he reviewed in his mind the evidence which had been presented at the hearing, and then announced that the prisoner was discharged.

We are assured that variations of this incident occur daily wherever cars are left standing at the curb. Usually, however, the owner doesn't happen to return before his car is stolen. The accused man in this case was actually a thief, but the case could not be proved against him. He is a smooth article who has thus far been able to squirm out of every dilemma that has confronted him in his nefarious business. And we are told he looks anything but a crook:

If the reader chanced to meet this master thief in a non-professional way, he would find him a charming acquaintance, correctly drest, pleasant-spoken, cultivated—in every particular the prosperous, intelligent man of affairs. If he has one specialty it is mechanics, and if he betrays a single weakness it is a passion for locks. He makes the study of locks his hobby.

This crook, self-confessed, has made a fortune from car-stealing, but he has never spent a day in jail. He is the father of two little girls who take innocent pleasure in accompanying him on occasional holidays in a big Marmon for which he paid the full list price from a reputable dealer. Whether or not they know the nature of his calling is debatable, since they have not been interviewed as he has; but it is not to be doubted that they share his profound distaste for riding in a stolen car.

Except in the exigencies of his business, the most successful thief of the Middle West will never drive a stolen car. Off duty he is the respectable motorist who pays as he goes. During business hours he still plays the part of a reputable citizen, for his appearance is an important factor in disarming suspicion when he is apprehended. Frequently in proceeding to his place of business—he might be called a curb broker from the fact that his office is the city street—he sees a car that particularly strikes his fancy, and feels impelled to sit down at the wheel and drive it off. But he takes it immediately to his repair-shop and leaves it to his paid mechanics to alter it and convey it to its place of sale.

As has been said, locks are the crook's hobby. They are also the principal stumbling-block in a profession which is beset with difficulties. He has lost many a fine car—perhaps it would be more fitting to say that the rightful owner has been saved the loss of his expensive equipage—because a capable lock was included in its accessories. Locks, even the best of them, may be picked or hammered or otherwise manipulated in such a way that their purpose is defeated, but the time element is so vital in effecting the theft of a car that generally your professional thief will make no attempt to steal a car which is secured with an efficient locking device.

It follows from this that the man most liable to lose his car by theft is the one who lets it stand for long periods in places where anybody has access to it. People who go to the theater and leave their cars outside often come out and find themselves minus means for transportation home. Mr. Maurice gives a typical example of car-stealing from theatergoers, the hero being the expert heretofore mentioned:

From a position of vantage near the street-side parking place of some popular playhouse he watches a handsome car drive up and disgorge Mr. and Mrs. Matin A. Goer. As the couple enters the lobby the crook saunters over to the car and gives it a keen professional glance. If the owner has been so criminally careless as to leave the key in the switch the thief seats himself at the wheel, steps on the starting-pedal, and proceeds without any hesitation. If, as is more usually the case, the car has been locked in any way he balances the interval of time at his disposal against the amount that it will take him to force the locking device, and leaves the car alone or sets about to steal it as his judgment dictates. For some locks he has keys in his pocket that will do the trick; for others he must employ force—in any case, he knows from previous experimentation exactly how long it will take him to open every known make of lock.

If he is sorely in need of this particular car—that is, if he faces a money shortage, or if he has contracted to provide one of this make and dislikes to disappoint his customer—he may decide to tow it away. Towing, from his point of view, is a risky business because it is slow and complicated; but he telephones to his garage that a certain car is standing in front of the Rivoli Theater and must be towed in for repairs. In a few minutes two mechanics in a service car with all necessary gear arrive, identify the car from the telephoned description, pass their tow-line, and get under way, the thief accompanying them on some pretext which he has manufactured to fit the occasion.

So far everything has worked smoothly, but suppose that a complication arises. Mr. Matin A. Goer, feeling a trifle uneasy about leaving his car unattended, steps out of the theater during an intermission and sees it rolling off down the street.

"Stop thief!" he cries, and puts after his vanishing machine on the double. When the crook hears the hue and cry behind him he directs the driver of the service car to draw up to the curb, as any innocent person might do, and looks back to find out the cause of the hubbub.

To his manifest surprize, the owner and a policeman or two and the crowd rush up to him and one and severally accuse him of stealing the car.

"I!" he cries, "steal a car! Somebody is making a terrible mistake. These two mechanics received telephone orders to come up to the Rivoli Theater to tow to the garage the Chandler car they would find standing there. Don't count me in on it. I happened to be standing on the sidewalk as they drove up and asked them to take me back to their garage, where my own car is undergoing repairs."

Details such as the name and street address of the garage, telephone number, etc., are asked and given, and the mechanics when interrogated by the policeman substantiate the crook's story. It is possible that they are as honest as any mechanic and are entirely unacquainted with the crook's predatory scheme.

Suddenly the thief is struck by an idea. Turning to one of the mechanics he asks, "Are you sure that you were instructed to pick up a Chandler car? It might have been a Chalmers. The telephone connections are so bad these days that you can't believe your ears more than half the time."

The mechanic acknowledges that the mistake may have been made, altho disclaiming responsibility for it. Looking over the heads of the interested crowd, he is relieved to see a car of this make drawn up a few doors from the theater. He informs the policeman that there is a Chalmers standing there and thinks that it must be the one the floor boss meant. So the Chandler is cast off, the transfer made, and the service car chugs away with the Chalmers.

But, you say, suppose the owner of the Chalmers pops out of a store and claims his property. Rather difficult for the thief to get himself out of the same mess twice in succession, especially when he is playing the rôle of uninterested bystander? Not for this thief. He listens to the accusation of the second owner, and then says to the mechanics with all the disgust that he can put into his voice:

"It isn't my funeral, by any means, but you two birds oughtn't to go out on the street without hiring a private detective to accompany you as a character witness. It wasn't a Chandler and it wasn't a Chalmers, and you don't know what car you were sent out to get. Take my advice and go back and find out before you get yourselves pinched."

The doubting Thomas who reads this story and believes that no thief can cozen an irate automobile-owner, a guardian of the law, and a keen-witted crowd of sightseers deserves to meet this past master of a thriving industry in a professional way. He will thereupon learn that if the car in question doesn't happen to be one whose name faintly resembles another the thief has some other fabrication on tap which satisfies the requirements to perfection. An unassertive owner might also be persuaded that he himself was the thief.

Graton & Knight

Standardized Series

Leather Belting

Tanned by us for belting use

You Can't See a Belt Leak

Many of us, in our wasteful days of inexperience, made important measurements with the naked eye and "the feel of the thing." Unnecessary guesswork isn't considered good shop practice any more.

You lose money if your power transmission is one of those intangible qualities that is *approximately* right. Efficiency of power transmission should be constant, not variable.

Graton & Knight belting experts know how to save you every dollar you may be losing in power transmission leakage.

They have applied exact engineering knowledge to belting problems. They are constantly asked to specify the grades and sizes of belting for every drive in many of the best-belted plants.

Two forms of standardization, manufacture and application, make Graton & Knight Expert Belting Service a science.

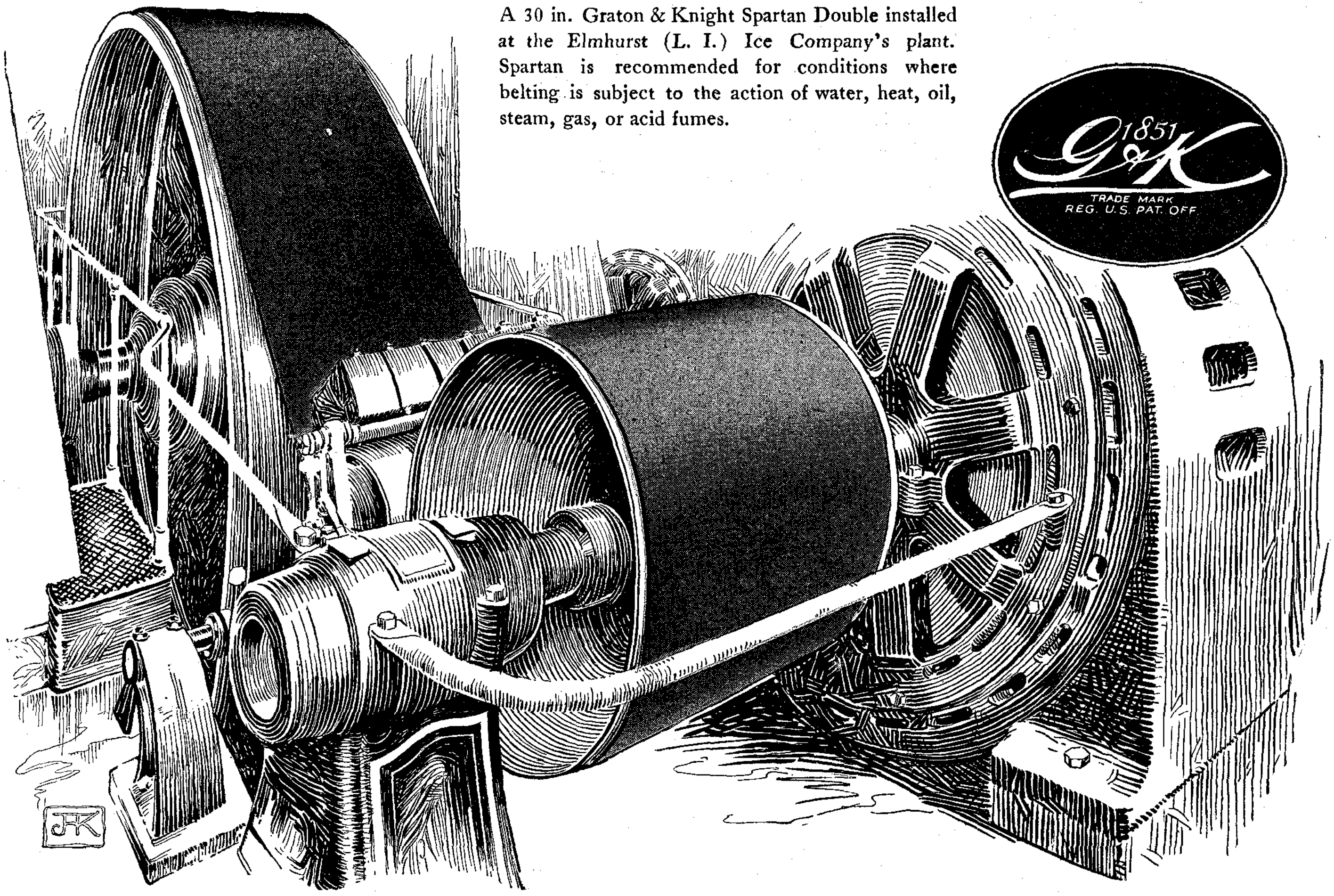
The Graton & Knight Standardized Series of Leather Belting is made up of many brands and sizes of belting, tanned and manufactured under rigid inspection and built to standard specifications. This series contains the one best belt for every class of drive. Once our belting experts know your transmission problem, it is an engineering matter to specify the proper belting.

Write for our book, "Standardized Leather Belting"

THE GRATON & KNIGHT MFG. COMPANY, Worcester, Mass., U. S. A.

Oak Leather Tanners, Makers of Leather Belting and Leather Products

Branches and Distributors in All Principal Cities

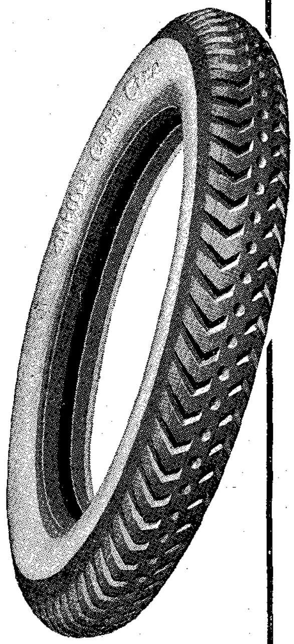


A 30 in. Graton & Knight Spartan Double installed at the Elmhurst (L. I.) Ice Company's plant. Spartan is recommended for conditions where belting is subject to the action of water, heat, oil, steam, gas, or acid fumes.

1851 G&K
TRADE MARK
REG. U.S. PAT. OFF.

Tread Patented

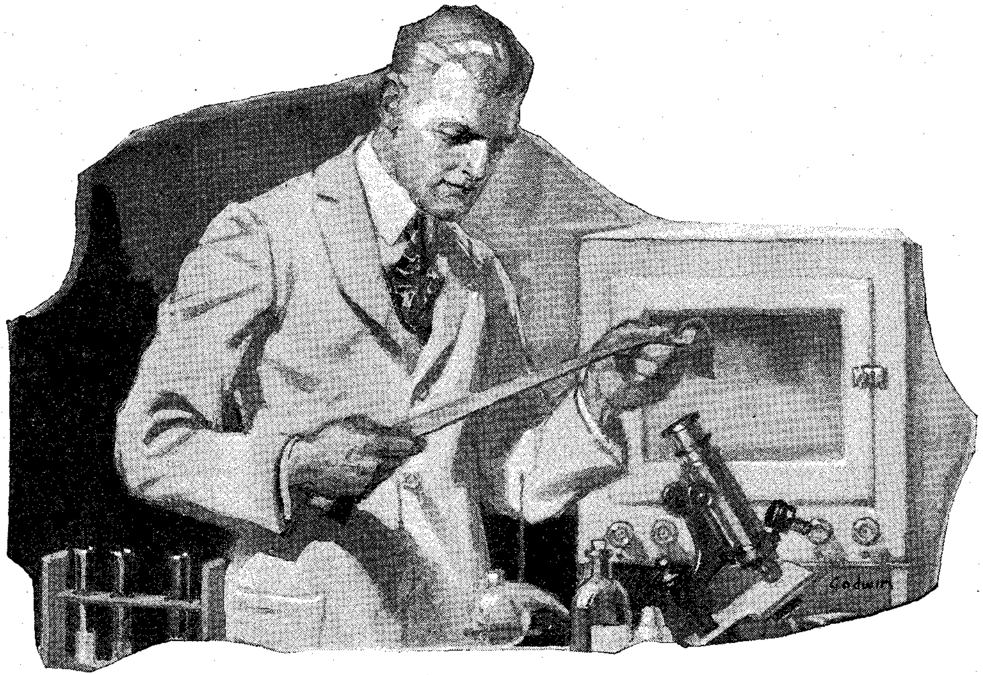
Center tread smooth, with suction cups to firmly grasp wet asphalt. *Geared-to-the-Road* side treads mesh like cogs in dirt.



33,000 Miles

The Crawford Auto Co. of El Paso, Texas, report 33,000 miles on a Miller Cord. Of this, 13,000 miles was on country roads. We would like to know if any tire of any make has ever matched that record.

THE MILLER RUBBER COMPANY
Akron, Ohio
Also makers of Miller Inner Tubes, red and gray, built layer on layer, by the same skill used in making surgeons' gloves.



How We Doubled
Miller Mileage

Miller Tire mileage has been more than doubled in the past few years. The cost-per-mile has been more than cut in two.

Yet Miller treads have been so improved that they still outwear the tires. Miller Tires come to us with treads intact after 25,000-mile records.

As a result, Miller Tires have become the sensation. They are everywhere discussed. Thousands of large tire users, after years of comparison, have adopted the Millers exclusively.

The demand for Miller Tires in the past five years has multiplied twenty-fold.

A 24-Year Tire

The Miller factory has for 24 years specialized in fine rubber. It leads the world in some such products, including surgeons' gloves.

Ten years ago they applied this experience to building a super-grade tire. And the facts above will show how they've succeeded.

Miller Methods

The Miller factory keeps 250 tires constantly running under observation. Every tire that excels or that disappoints is examined. And a lesson is taught by each.

Every tire is signed and recorded. Some come back with amazing records, some have fallen down. For many years our experts have studied out the reasons.

We spend $1,000 daily just to watch and test tires and materials. We compare Miller Tires in constant use with five of our leading rivals.

Thus, step by step, we have found ways to add mileage. Since 1914 Miller Tires have been bettered by more than 100 per cent.

Saves Millions

These improvements have cost us some millions of dollars. Again and again vast equipment had to be abandoned. Our research work is costly. And we wear out 1,000 tires per year in our factory tests.

But this added mileage will save Miller Tire users over $60,000,000 this year.

Such tires deserve a test. Compare them with the tires you use. See on your own car what these modern tires can do.

In buying a new car get these new-grade tires and watch them. Twenty makers now equip with Millers without extra cost.

Miller Tires

Cords *Geared-to-the-Road* Reg. U. S. Pat. Office **Fabrics**

The Most Talked-About Tires in America

MOTORING AND AVIATION
Continued

LITTER BY THE ROAD—AND BLOTS ON THE AUTOMOBILIST'S 'SCUTCHEON

"SUNDAY morning dawns bright and clear—a fine day for a picnic!" writes a contributor to *Country Life* (New York), beginning the story of a typical motor outing that has a somewhat less typical and a far less cheerful ending. "Father brings the car around, while mother makes the sandwiches. Then we pile the baskets in the automobile and start off for a day's drive. We are going nowhere in particular, just touring along until we come to an inviting spot where we will have luncheon." The account leads up to what the writer calls "one of the motorist's gravest disregards for his fellow men":

> Presently we come to a large private estate which the owner with rare unselfishness has thrown open in part to the public. We drive through an avenue of great trees, admiring the well-kept lawns and gardens, until we come to a pleasant, grassy spot framed in birches. An ideal spot for a picnic. So we park the car, unload the baskets, and start opening the boxes of crackers and tins of potted ham or tongue. Seating ourselves on newspapers spread on the ground for that purpose, we regale ourselves.
>
> Lunch takes up quite a bit of time, and suddenly father announces that if we want to drive any more that afternoon we must start at once. So hastily we pack the baskets and drive off. Do we stop to gather up the remains of the food, the scraps of paper, the empty tins and bottles? In nine cases out of ten we do not. We have had our fun, we have enjoyed the view—what do we care for the others who are to come? Probably we don't give a thought to these others. Anyway the grounds don't belong to us. Let the owner clean them up. He has men who can clean up; why should we bother? And yet, when the owner next day, on finding his estate looking like a shambles, properly closes his grounds to the public, we are the first to rise in our wrath and declare it an outrage and an infringement of our rights.
>
> But the estate-owner has a remedy. As we have said, he can bar the public from his estate. But what about public property—the parks and the edges of the public highways? Take a trip into the country in the vicinity of any big city any Sunday. You will find innumerable cars parked by the roadside while their occupants eat lunch alongside under the open sky. Then go over the same road the following day and see the nasty mess the picnickers have left behind—a souvenir of their passing. And here these souvenirs will remain for many a day until kindly nature obliterates them.
>
> Why should this be? Have we no conscience? Is it right for us, having enjoyed the unspoiled beauty of some vista, to soil that view for others who may come later? Is it asking too much to give in return for a day's pleasure a few minutes of our time to gathering up the dêbris and burning it? The average motorist is a high-minded, patriotic citizen, careful of the rights of others in most matters. Yet, so far as cleaning up is concerned, he apparently lacks a conscience.
>
> And the remedy lies not in legislation. No amount of passing of laws will cope with the situation. All the police force of the United States would be utterly inadequate to enforce properly a statute against littering up the countryside. No, the remedy lies elsewhere. It lies with the automobile clubs and associations throughout the country, through their members, to institute a campaign to eliminate the evil. But most of all the remedy lies with the public—with you and me. It is up to us to pledge ourselves to clean up on our motor trips and *to point out to all our motoring friends the* error of their ways. Then, and only then, can we hope to eradicate this evil, the greatest blot on the motorist's escutcheon.

SUCCESSIVE STATES OF THE AUTOMOBILE PROSPECT'S DEVELOPMENT

MAN is automotively inclined from the time the country doctor in his stork-beating flivver arrives to usher him into the world until the day when an automobile hearse conducts his earthly remains to a popular cemetery, declare philosophers who have pondered deeply on the phenomena connected with the innate human desire to get from where one is to where one would be. Strangely enough, while this is a matter which would seem to enter vitally into the situation, it appears that up to this time it has never been given due weight by the statisticians who, ever and anon, have held forth voluminously, if aridly, in lugubrious attempts to forecast the saturation-point of motor-car production. It seems strange that the statistical gentlemen should have overlooked this important factor in their calculations, but it only goes to strengthen a belief we have held for some time that statisticians aren't exactly human, but merely a species of bloodless automatons who maintain an uninspired existence on so-called cold facts and now and then unfeelingly give vent to endless figures no more reminiscent of life and the human equation than a cast-iron dog. After this, however, there will be no excuse for any statistician who happens to read the article of Alfred F. Loomis in *Motor* (New York) to come out and darkly prognosticate a slump in the automobile business and seek to prove his contention by incontrovertible figures. Mr. Loomis shows competently and conclusively that the average human is an auto fiend from his first breath to his last, and contends that the automobile business will continue "as long as he dislikes walking as an occupation and wishes to derive the full value of sixty minutes in every hour." Inasmuch as it does not appear that there have thus far been any indications that man will ever change in either of the particulars mentioned, it follows that his yearning for the festive and aromatic buzz-wagon is not likely to abate. Mr. Loomis heads his article, "You're a Prospect from the

Your Vacation Smoking Tobacco

A short time ago a reporter went to New York's largest hotel and inquired what objects people oftenest left behind them when they checked out.

He learned that about one in every fifty guests left without packing all belongings. It was almost always men—not women—who left something behind. Toothbrushes, pajamas, books, keys, fountain pens, bankbooks, and jewelry were the objects most frequently overlooked. Only one man had forgotten his pipe.

How do you account for that? Do pipe smokers have better memories, or does a smoker so value his pipe that he makes certain he has it with him?

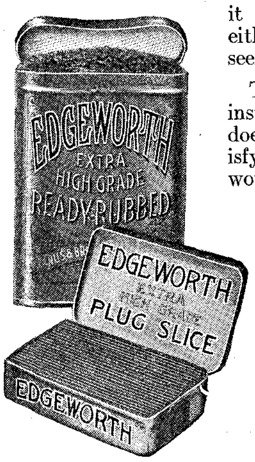
He takes care that he has his pipe with him. If you ever watched a man pack for his vacation, you'll feel sure of that.

When a man is packing up for his vacation, he is thinking of how completely he can fill a few days with that recreation and pure enjoyment which will bring him up to pitch for another year.

He makes sure that he packs his pipe, also plenty of the tobacco without which his happiness cannot be complete.

The right tobacco he depends upon to add that last soothing, balmy touch to his comfort.

Just any tobacco won't do. It either perfectly satisfies him or it won't do. He has either found it or is still seeking it. Tastes differ.



Take Edgeworth, for instance. Edgeworth doesn't completely satisfy all men or there would be only one brand on the market.

But many men swear by it. There just isn't any other kind for them.

If you haven't yet found the tobacco that's just yours every day of the year, vacation days included, it may be Edgeworth.

Just send us your name and address on a postcard. If you feel like doing us a favor, send us also the name of the dealer to whom you will go for supplies, if you like Edgeworth. We will send you without charge samples of Edgeworth in both forms—Plug Slice and Ready-Rubbed.

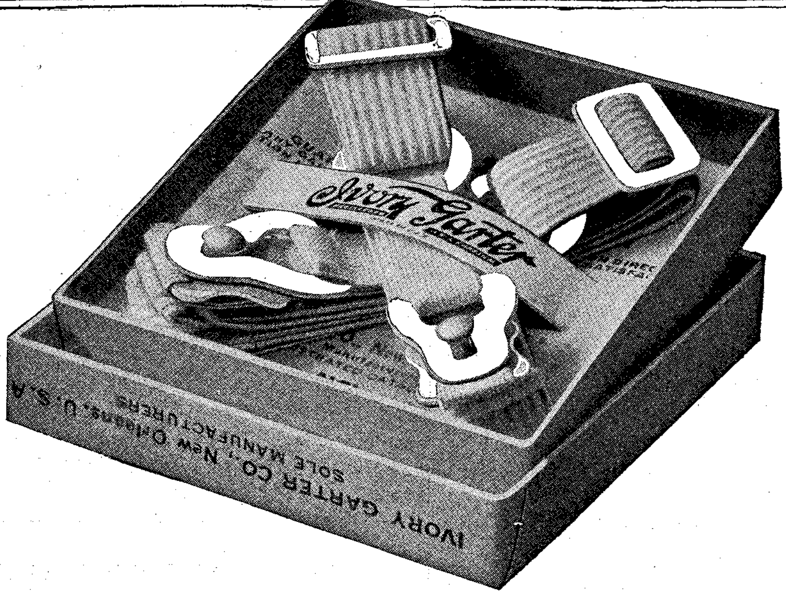
Edgeworth Plug Slice comes in flat cakes, cut into thin, moist slices. One slice rubbed between the hands fills the average pipe.

Edgeworth Ready-Rubbed is simply the same tobacco, rubbed up, ready to go right into your pipe.

We believe you'll notice how nicely Edgeworth packs. That means that it burns evenly and freely.

For the free samples, address Larus & Brother Company, 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants—If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.



YOU'LL make it perfectly clear what you want when you come out flat and say to your dealer, "Give me a pair of Ivory Garters." He'll know you're on the inside of a first class sock security and will respect your choice as a wise one.

For Ivory Garters return full dividends in leg comfort and service satisfaction. They have no metal or pads. They are light and soothing and easy on your "pins". Scientific principles of design and construction make them instantly and naturally adjustable to your legs. Their easy purchase on your limbs makes them a secure and safe sock support, yet they're so light you don't once realize you're wearing garters.

There's no secret about how to get your Ivory Garters. Say to your dealer, "a pair of Ivory Garters, please," and he'll cover your signal.

IVORY GARTER CO., New Orleans, U. S. A.

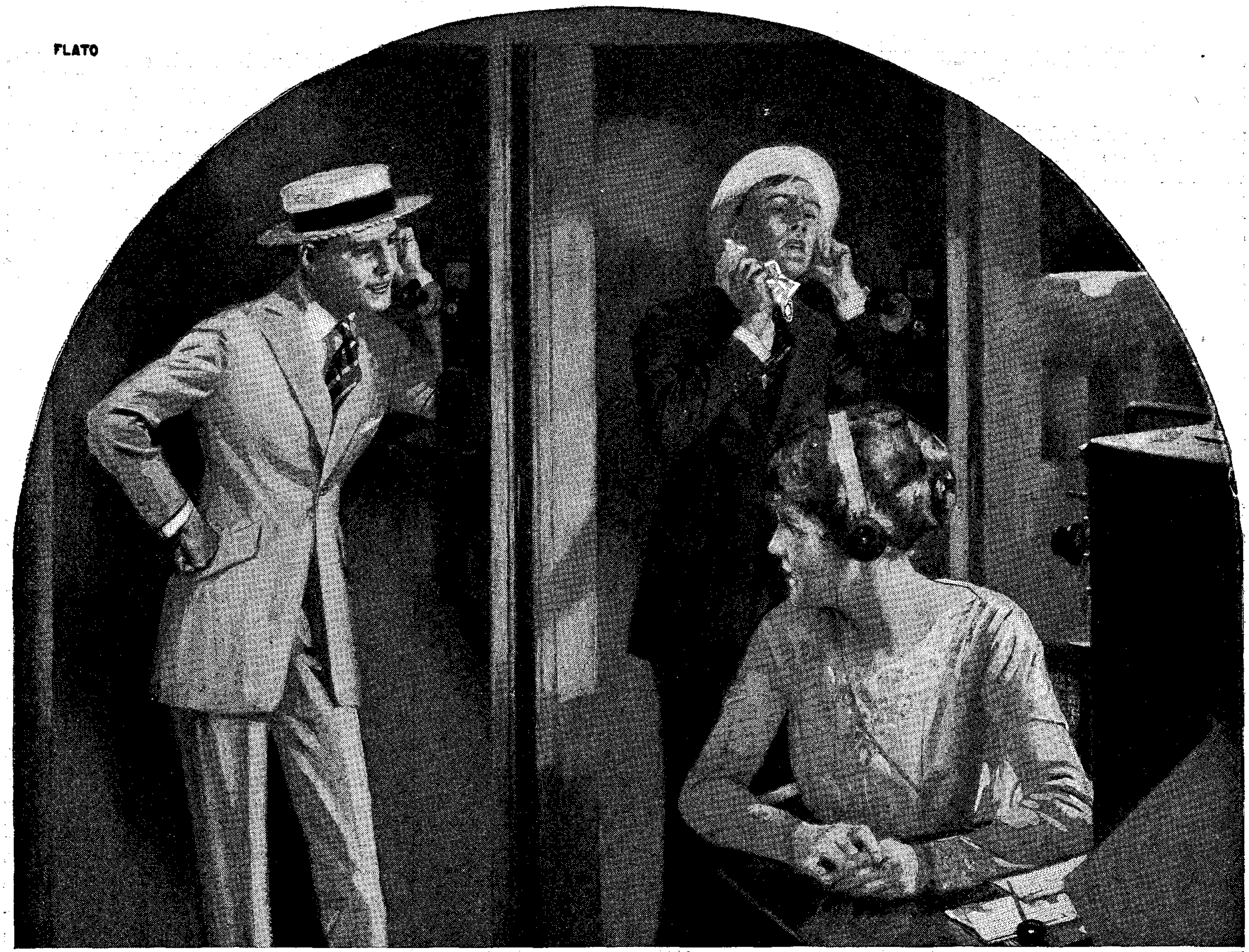
Ivory
Registered
Garter
U.S. & Foreign
No metal
No pads
Won't
Bind

Ivory Garter
REGISTERED U.S. & FOREIGN

MOTORING AND AVIATION
Continued

Cradle to the Grave," and goes on to show that each member of the human family is all of that, if not more, in his relation to the automobile. As we read:

> When he is still in the stage of life in which his father euphemistically refers to him as a bawling brat, he is bundled into a baby-carriage and given the air to quiet his lamentations. In mother's opinion the infant cries to develop his lungs, while father holds that he has inherited the maternal disposition, but the cause of the disturbance knows that he is clamoring for a motor-car.
>
> For a season or two he is obliged to content himself with the perambulator, indifferently ministered to by an aproned chauffeuse, but relatively happy when the wind of motion whispers about his ears. Finally, Santa Claus, his tin lizzie rattling on the roof, brings him a vehicle that he can operate himself—a miniature horse to which man in his wisdom has attached four wheels. This in the life of the embryonic man may be considered the first move toward driving his own car, for the infant can start, stop, and back at his own discretion, and appreciate the insignificance of mere pedestrians. But the fever of his passion is soon allayed, and as his legs grow longer he yearns not to stretch them over the ground but to fold them up the innards of a kiddie-kar and propel himself on longer journeys than can be achieved within the four walls of a dwelling. Or it may be a velocipede that attracts his fancy, a thing of bright metal, soft rubber, and shiny leather that familiarizes him with the fundamentals of his coming equipage.
>
> As the years advance the child drags reluctant feet to school, gaining a new distaste for the pedestrianism which his parents believe must accompany the dignified pursuit of knowledge. But after school he straps wheeled wings to his shoes and in the delight of rapid transit effaces from his brain the dry facts that standardized education has pounded into it. Perhaps if he were given a sprinkling of mechanics to leaven the dough of elementary learning the resultant loaf would be more readily assimilable—that, however, is a subject which were better left for those who train the juvenile mind. We who are following the path of its self-training may move on to the next mile-stone in the natural development of our prospect.
>
> Roller-skates pall, as being too closely allied to walking, and the youthful enthusiast acquires a scooter, an attenuated, dachshund type of skate upon which he stands, kneels, or crouches as the good goddess of gravity intoxicates him with the wine of speed. In course of time he will learn that only in matters of morality is the world built upon a continuous inclined plane; but very shortly he becomes aware that pushing a scooter on the level or walking it up-hill diminishes the joy of coasting down. So a bicycle, smoothly turning on ball-bearings, is extracted from an indulgent dad, and he pursues his career of space annihilation.
>
> Observe that in the progressive steps toward the attainment of his ideal the child has but duplicated in synopsis the evolution of individual transportation. The wooden disks of the toy-horse had their prototype in the ox-cart of prehistoric



COPYRIGHT 1920
BY GOODALL
WORSTED CO.

A 'Phone Booth in July

will quickly wilt the freshest smile and darken the brightest disposition — Unless —

Well—the man to your left is clad in a Suit of

Genuine Palm Beach

And naturally he can well afford to look pleasant.

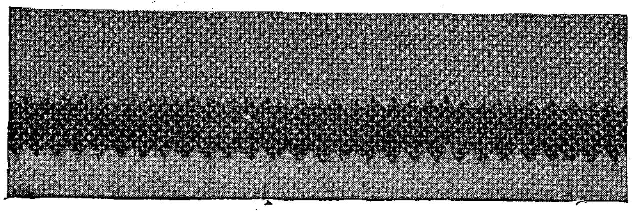
For there never was a fabric so wonderfully apt in defying a "hot" situation . . . Its open, porous weave —its clean, fresh appearance—its airy lightness— make living a joy, even when the old thermometer is dizzily climbing around the hundred mark!

Every conscientious clothier can, and will, show you the GENUINE in a full variety of colors, and with the TRADE-MARKED LABEL inside the coat.

Palm Beach
REGISTERED U.S. PATENT OFFICE
THE GENUINE CLOTH
MFD. ONLY BY GOODALL WORSTED CO.

Only Genuine Silver bears the stamp—"sterling". Only Genuine Palm Beach Suits bear the trade-marked label.

THE PALM BEACH MILLS—GOODALL WORSTED CO.
SELLING AGENT: A. ROHAUT, 229 FOURTH AVENUE, NEW YORK



Palm Beach
REGISTERED U.S. PATENT OFFICE
THE GENUINE CLOTH
MFD. ONLY BY GOODALL WORSTED CO.

Genuine Palm Beach Suits are shown in many patterns— in dark colors as well as light.

MOTORING AND AVIATION
Continued

> man; the spoked and felloed wheels of the kiddie-kar have their parallel in the wagon which immediately preceded the development of the rubber-tired sulky, which in turn is approximated in the velocipede. The bicycle is its own progenitor, which blazed into meteoric popularity; and now, at a time when its place has been taken by the motor-car, is more generally in use than ever before. Perhaps it is not amiss here to remark that whatever the future development of the airplane or any as yet unthought-of conveyances, the automobile will ever forge ahead in numbers and quality.

Up to now such aids to locomotion as the youth has been so fortunate as to possess have all been dependent for their motive power upon the young man's leg muscles. As his body has developed, so also has his mind, and there comes a time when he demands a vehicle propelled by some other force. He is thoroughly familiar with the automobile, Mr. Loomis points out, having sat in his father's lap at the steering wheel when an infant, and later having spent much time at the corner garage where he has picked up more about the mechanics of motor-cars than Henry Ford knew when he first came into maturity. In spite of his extensive mechanical knowledge, however, he still has some traits of the child about him, among which are the impulse to give vent to horrible noises. He finally supplies himself with a contrivance which is highly satisfactory both as a self-propelled vehicle and as a noise-maker—to wit, a motor-cycle:

> Noise he now has in overflowing measure, and the means for playing the hero before the gentle flappers; likewise the ability to get away before they fall down in worship, and to do so at a clip that multiplies the speed limit by two and breaks the result.
>
> At the termination of this stage of his development the youth is ripe for plucking by the enterprising motor-car salesman, and as he trembles on the edge of the basket, we leave him for another slight digression. As has been pointed out, the trend of the boy's career has been consistently toward the acquisition of an automobile, and this inclination has been entirely inherent in the child himself. In a more highly organized civilization we would have a society of sales experts who included in their activities the endowment of an institution for further fostering this natural bent of humanity. The Society would see to it that the infant who graduated direct to the scooter from the perambulator was given an early scholarship in applied mechanics; that the backward child who left school at fourteen to take a job in a roller-skating rink was forthwith drafted into a six-day bicycle race; and that the youth who despised machinery and showed a predilection for writing was apprenticed to a motor-mechanic. Such an enlightened program for the youth of the country should be made a reservation to the League of Nations.
>
> Lacking the benefits of a scientific education, the owner of the motor-cycle has fallen in love despite himself, and during our digression has purchased a flivver from the garage nearest to the residence of the justice of the peace. Silenced forever is the staccato popping of the road louse, and in its place is the gentle murmur of an automobile-motor mingled with the monotonous antiphony of the newlyweds. From this juncture the enterprising salesman will do well to keep his prospect continually in mind, for as the years go on the runabout ceases to accommodate the growing family; and touring-cars of ever-lengthening wheel-base must successively replace the matrimonial juggernaut.
>
> The prospect, no longer a youth, but a hectored paterfamilias, purchases a limousine and abandons the latest phaeton to the younger generation. His wife, who has not entered into this history as prominently as she deserves, learns to drive her own coupé, and the eldest child—unfortunately a daughter—displays her unquestioned beauty about town in an electric sedan. The week-end army of male and female flappers at the country estate necessitates the purchase of a station car to carry their luggage to and fro, and the surplus produce of the farm is conveyed to market by motor-truck.
>
> There comes a day when the salesman's cup of fortune is full. Wofully deficient in taking advantage of the early yearnings of the prospect, he has happily lived to reap a commission on every machine post-dating the honeymoon flivver; and he sees that the days of paterfamilias are numbered. Pad and pencil in hand, he scurries to the leading undertaking establishment of the prospect's village and effects the sale of a luxurious motor-hearse.
>
> All his life—boy, hobbledehoy, and man—our hero has driven his own machine; but his last ride is in a hired car.

USING AIRPLANES IN THE BOND BUSINESS

THE time may not be far off, observes the editor of *The Bond Buyer* (New York), when the bond houses will be making all deliveries by air, providing their salesmen with "aerofords," and distributing circulars by throwing them overboard from large bombing planes while speeding over the city or town. The credit for demonstrating the value of aviation to the bond business belongs, we are told, to a Portland (Ore.) bondman. As the editor of *The Bond Buyer* fears his readers might not take him seriously if he told the story in his own words, he presents it as he found it in the Portland *Telegram:*

> Flying to a bond sale forty miles away in time to put in a bid was the unique stunt of Walter Kendall, of Clark, Kendall & Co. The flight was successful in everything but landing the high bid.
>
> Discovery yesterday that the bond-dealers' schedule of the sale of $105,000 of Yamhill County highway construction bonds for to-day instead of the 23d was an error was not made until one o'clock, only an hour before the bids were to be opened. Quick action was necessary to get in a bid, and covering the distance from Portland to McMinnville in an hour was out of the question.
>
> Calling O. K. Jeffrey, of the Oregon-Washington-Idaho Airplane Company, by telephone, Kendall was assured that he could be started on his flight, with J. D. Hill as pilot, in ten minutes. This was 1 P.M., and at 1:10 the start was made.
>
> The airplane landed in a corn stubble-field a mile and a half from McMinnville. Friendly automobiles picked him up and made a run to the court-house. The air trip was made in forty minutes, and Kendall was in time to file a bid.
>
> Five rival bidders for the road bonds cheered Kendall's nerve, and when he was ready for the return flight an ovation was given him and Pilot Hill. Leaving the field at 3:25 P.M., the plane reached Portland at 3.59.
>
> E. L. Devereaux & Co. nosed out ahead of Kendall in bidding 102.15 for the bonds, which bear 5½ per cent. interest and have an average maturity of fifteen years.

THE SMOKY EXHAUST AS A PERILOUS NUISANCE

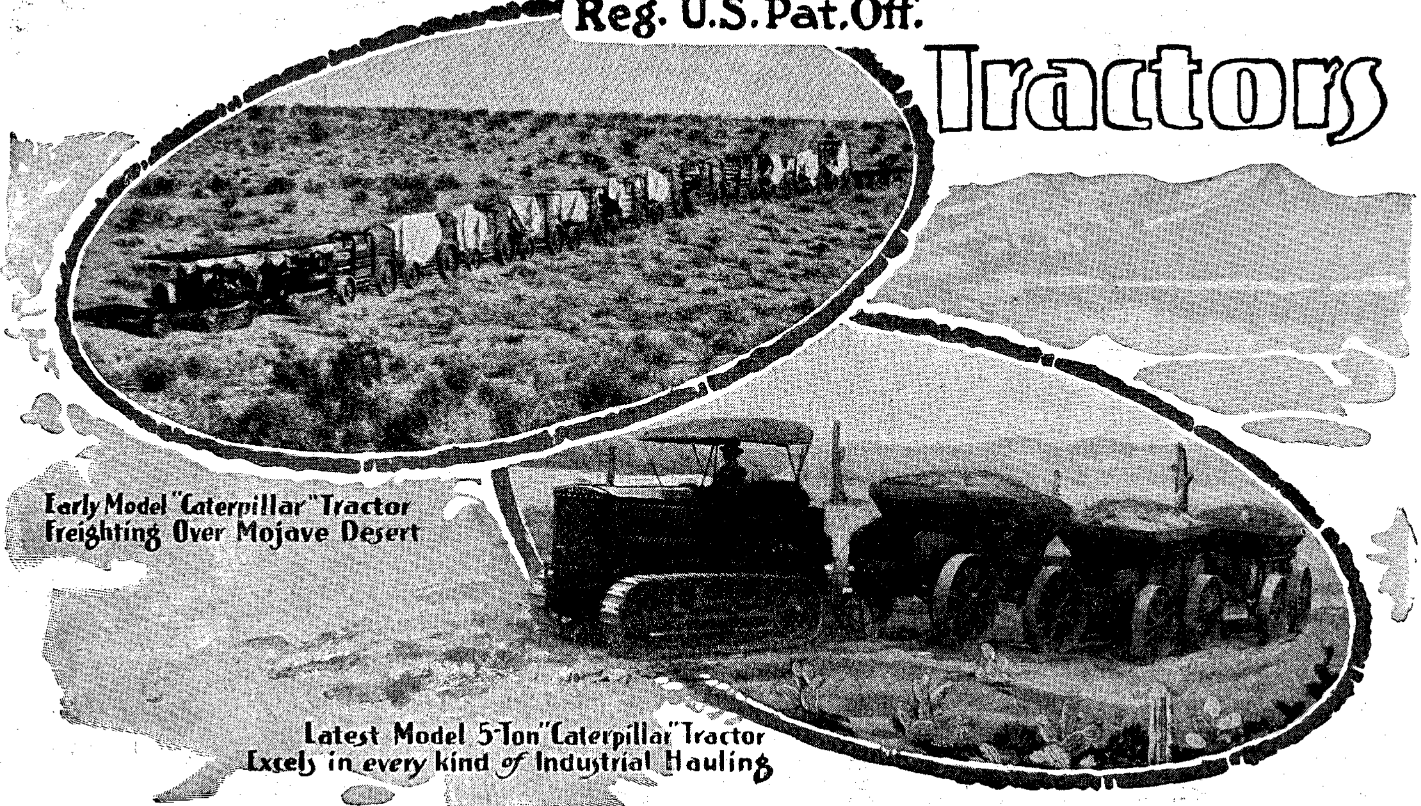
IT is quite as unwise, as well as illegal, for cars to smoke in certain places as it is for men to light their cigars, cigarets, and pipes in forbidden places, writes Carter Walker in *Motor Life;* and in a garage, for instance, it is extremely dangerous. Proper care and precaution will prevent unnecessary smoking by the car, at any rate. In nine cases out of ten the emission of gas, or vapor, is due to excessive use of the choker, racing the engine, and, in particular, to the silly notion that the motor must be warmed up before starting. If the motor is cold the use of the attachment on the dashboard to cut off all air into the carbureter is imperative during the cranking process; but, as soon as the engine is running, it is advisable to adjust the choker so as to allow about one-half the normal amount of air to pass into the carbureter. In hot weather often the normal running amount of air can be let in immediately after the motor has started. The writer explains that—

> Allowing the motor, for example, one minute to adjust itself, it is then proper—and easy, too—to drive right out of the garage without racing, stalling, or smoking. I have seen some drivers crank their motors and let them run for five minutes before going out. Usually they set the throttle so as to make the motor race. In less than a minute the garage is filled with deadly fumes, which make the place both uncomfortable and dangerous to the other drivers. Motorists who do this sort of thing are the sort of men who smoke long, rank-smelling cigars and knock their ashes all over you.
>
> Some drivers, in trying to evidence a little more regard for others, but acting under the same erroneous notion about their motors, throttle down for five minutes or so. This always is just as bad, for since the motor would not run slowly unless the air were choked off, the exhaust emits a dark vapor that is more likely to cling around the floor and possibly threaten the life of some mechanic working under a near-by car.
>
> Then, too, the compression in the crank-case caused by an idling motor forces engine oil up past the piston-rings and into the firing chamber, where it unites with the rich mixture drawn in from the carbureter and passes out of the exhaust in light blue clouds of smoke.
>
> All of this is senseless. I have learned to

CATERPILLAR

Reg. U.S. Pat. Off.

Tractors



Early Model "Caterpillar" Tractor Freighting Over Mojave Desert

Latest Model 5-Ton "Caterpillar" Tractor Excels in *every* kind *of* Industrial Hauling

True to a Correct Principle

For more than a dozen years, "Caterpillar" Tractors have been doing the hardest traction work on every continent. There is no substantial difference in principle between "Caterpillar" Tractors built by Holt a dozen years ago and those of today. In agriculture, in industry, and in war, years of hard service have brought refinements in design, but the performance of the present "Caterpillar" is the result of the continuous development of an *originally sound principle.*

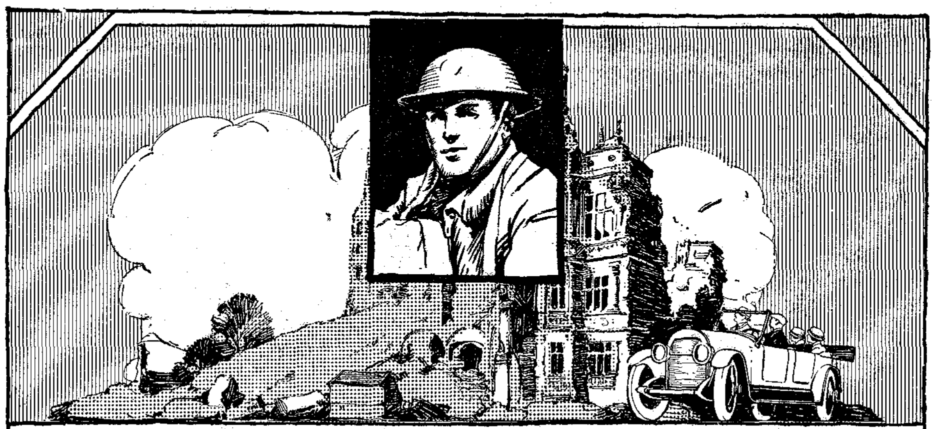
Consistently true to that principle, built with unexcelled materials, and with the utmost precision in every stage of manufacture, "Caterpillars" dominate in road building, power farming, logging, ore hauling, oil field transportation, cross country freighting, and wherever dependable traction power is needed.

Our booklet, "Caterpillar Tractor Performance," will be sent upon request

There is Only One **CATERPILLAR** Reg. U.S. Pat. Off. *HOLT Builds It*

The HOLT Manufacturing Company Inc.

Peoria, Ill. Stockton, Calif. New York, N.Y. Spokane, Wash.



MICHELIN GUIDES
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You'll want these remarkable books. They describe for you every phase of the great struggle, locate all the famous battle-grounds and historical landmarks and explain, in a vivid interesting manner, the part each played and why.

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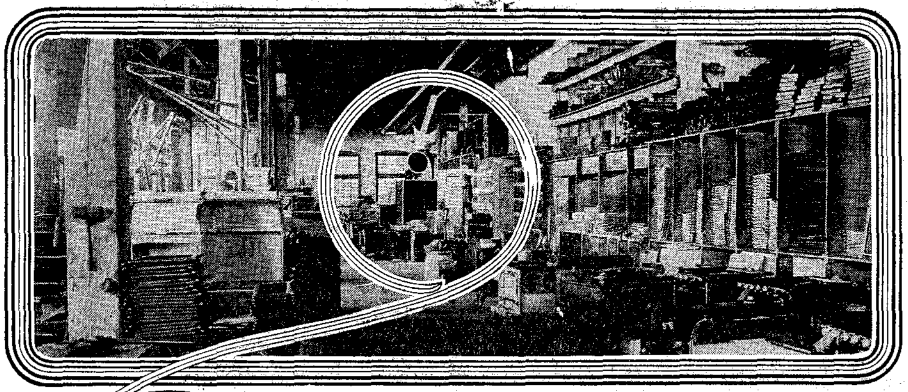

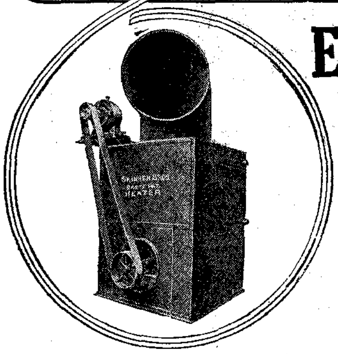

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The Skinner Bros. (Baetz Patent) Heating System will heat more uniformly than any other system. Production economies naturally follow such comfortable working conditions. Built without complicated outside pipes or ducts, the Skinner Heater costs 15 to 50% less to install—maintenance cost is equally low—it is portable, and requires no special foundations.

Guaranteed—Send for Bulletin

Satisfactory performance guaranteed. Send now for Bulletin No. 50 and complete information on Skinner Heaters—it will be to your profit.

Steam coil type SC. Consists of a series of pipe coils mounted over a fan wheel, both enclosed in a sheet-steel casing. Utilizes exhaust or live steam. Direct-fired type DF furnished where steam is not available.

Skinner Bros. Mfg. Co.
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SKINNER BROS.
BAETZ PATENT HEATING SYSTEM

MOTORING AND AVIATION
Continued

crank my car with the self-starter and start right off just as soon as it is possible to put the gears in first. As I do this I adjust the choker at about the half-way point—just enough to keep the motor from stalling—and in a jiffy I am out on the street. If I want to tinker with the motor and adjust little things about the car I do so outside; never in the garage. With a little practise any driver can learn to make a graceful exit out of a garage without leaving a trail of smoke in his wake. I have tried it with several types of cars and have proven to my friends that it is entirely unnecessary to simulate the tactics of aviators when starting.

There are other places where smoking is just as objectionable, and, in addition, strictly against city regulations. I mean the public parks, river drives, etc. Here your intemperate motor may result in your being "called" and often in your being summoned to the city hall. The man who drives through a park knowingly emitting a cloud of smoke from the exhaust of his car probably is the type of man who throws lighted cigaret-butts promiscuously in public places. He is just as careless about his motor as he is about other people's property.

If you are ever, perchance, hailed by a park guard and accused of smoking there are one or two things you should know beforehand. Being versed in the subject, you may be able to convince him of your innocence and thus save yourself considerable annoyance. It is said that there are three kinds of smoke. By color they are classified as black, bluish white or grayish blue, and pure white. If you are stopt because your motor leaves a trail of white smoke you are not in any way to blame. It is unavoidable with many motors in extremely cold weather. White smoke is nothing but steam. Eight- and twelve-cylinder motors are prone to this form of smoking, which, in reality, is a process of condensation. There is nothing, however, particularly dangerous or obnoxious about such fumes, but they look the part and that is why you should be ready with your argument should an inexperienced officer stop you.

It is contended that black smoke means too rich a mixture and that the blue variety is a warning that oil is getting into the cylinders and burning. From experience I have found that the blue variety of smoke is usually the result of putting too much oil in the crank-case or of leaking piston-rings. I have not found, however, that black smoke is the single indication of a too-rich mixture. I have never been able to produce black smoke from the exhaust of any car I have ever driven, yet I have often seen cheap and small, large and expensive cars emitting this form of smoke. Whenever I have adjusted the carbureter to give an abnormally rich mixture the result has invariably been a bluish form.

In addition, I have noted that the bluish varieties vary considerably, but it takes an expert on the subject to classify them as to causes. If, therefore, you are emitting a black smoke, look to the carbureter adjustment. But if the smoke is of the bluish order, don't blame it all on the lubricating oil. Try making the mixture leaner, and if the motor will not stand it, examine your choker apparatus to see that it really does what it seems to be doing at the dash. They often work improperly and are

MOTORING AND AVIATION
Continued

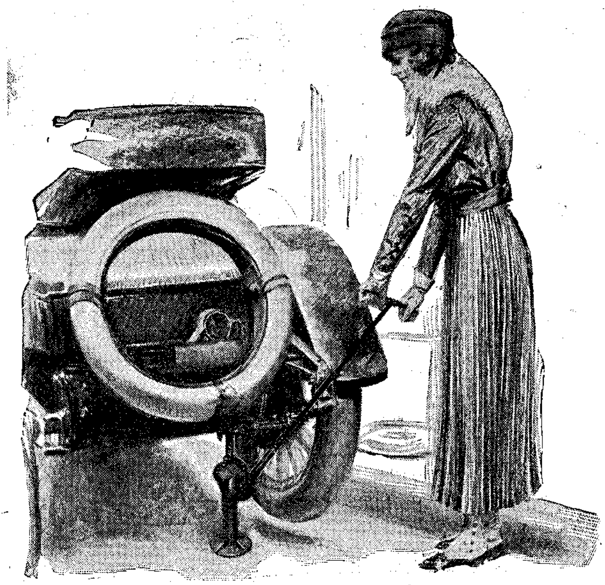
usually easy to fix. If adjusting the carbureter does not remedy the trouble, look to the oil in the crank-case. If the sump is not overfilled, and if smoking is becoming chronic, even tho the motor is in good running order, you may as well make up your mind that you have an oil-gusher. Leak-proof piston-rings will break the habit.

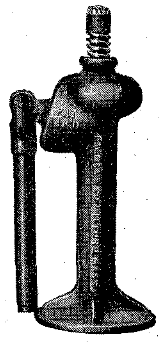
In the main, ordinances prohibiting smoking cars in parks have been passed for no other reason than that the smoke is objectionable. But recently the matter has come under the attention of the health experts, who have concluded that public health is being greatly endangered by the vast amount of poisonous gases emitted from the exhausts of thousands of motor-cars. They have not attempted to overcome the fault in motor-car construction, leaving that to the designers and inventors; but they have exprest the opinion that the excessive emission of gases could be prevented if motorists would take better care of their cars and learn to operate them better. The writer points out another reason why the emission of gas should be prevented:

Excess smoking means waste of national resources. That must stop. Furthermore, it can easily be stopt as I have explained. The more difficult problem is the elimination of the exhaust entirely, which would mean the swan-song of deadly carbon monoxid as far as motor-cars are concerned. The majority of people believe such an elimination would be impossible, but I, for one, believe it is only a matter of a few years' experimentation. Steam-cars no longer exhaust the used and expanded steam; all of it goes forward to the radiator, where it is condensed into water and used over again. We may look for something similar in internal-combustion design.

The smokeless car is inevitable. The time is fast approaching when heavy traffic in our large cities will pass under the main streets. Chicago already is considering a project of this kind. The success of the project for boring two vehicular tubes beneath the Hudson River, connecting Manhattan with Jersey City, will depend largely upon ventilation, which, in turn, will depend upon a means of doing away with the obnoxious exhaust gases. Ventilating an underground passageway a mile and a half in length is a difficult task considering the thousands of human beings who would be constantly consuming all the available oxygen. But with a thousand motor-cars filling the tubes with poisonous gases the gigantic nature of the puzzle confronting the engineers in charge of this one project is readily appreciated. Would it not be easier and less costly first of all to make a serious attempt to eliminate the exhaust and utilize the gases in some way.

One thing is quite certain: the car that smokes in addition to the usual exhausting of invisible gases never will be allowed to use the tube. The driver with a smoking car would be much more unpopular than he now is when he defies the park ordinances. We are fast coming to realize that the smoking car is not only a nuisance but an ever-increasing danger.





Enormous power with little effort

Any woman or boy can raise the heaviest car with the new Kimball Auto Jack. An easy turn of the handle applies tremendous power directly at the lifting point.

This long, rigid handle allows the jack to be *slid* to any point under car without crouching down or soiling the clothes.

The diamond point hardened steel top insures the jack against slipping; the Kimball Jack stays where put. It is light in weight, folds up in compact form and can be easily carried in the tool box.

325,000 motorists throughout the country are now using the new Kimball Auto Jack.

We manufacture a special truck jack also, which easily raises the heaviest truck and is adapted to general use.

Don't be annoyed again with the troublesome, old-fashioned jack. Ask your dealer to show you the new Kimball Auto Jack.

Sales Department
EDWARD A. CASSIDY CO., Inc.
23 West 43rd Street
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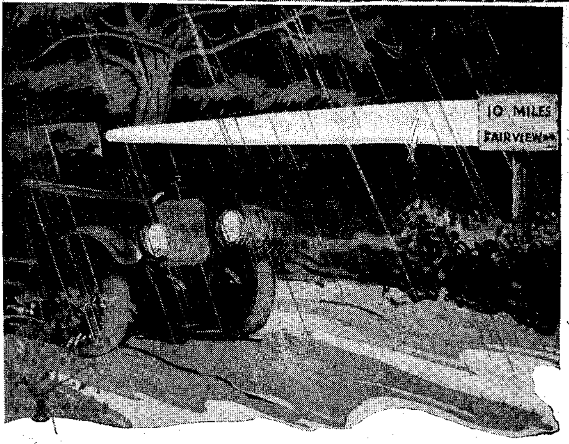
Manufacturers, F. W. Mann Co.

Folded ready for tool box. Takes up little space.

KIMBALL BALL BEARING AUTO JACK



Swings in any Direction and is Instantly Detachable

Identify genuine Kaufmann Silverbeams by the name stamped on the bracket. Brackets to fit any make of car or style of body Colors optional, Black, Red or Olive Drab. Give make of car, style of body, and color wanted when ordering.

Blazes the Way Picks out the Road!

Kaufmann Silverbeam
The Spotlight Supreme!

—at the crossroads
the sign can be read from the driver's seat as easily at midnight as at noon. A swing on its pivoted bracket—and a flood of brilliance illumines signs or house numbers.

—on the highway
there's a finger of light out ahead, far in advance of your headlights—picking out the safe way—warning you in advance of dangers that lurk in the dark.

—and Silverbeam is the best
because it is a simple—compact—durable—reliable light — powerful and penetrating. Instantly removed for use around the car.

Sold by most dealers

Manufactured by
Chas. Kaufmann & Sons, Inc.
Santa Ana, California

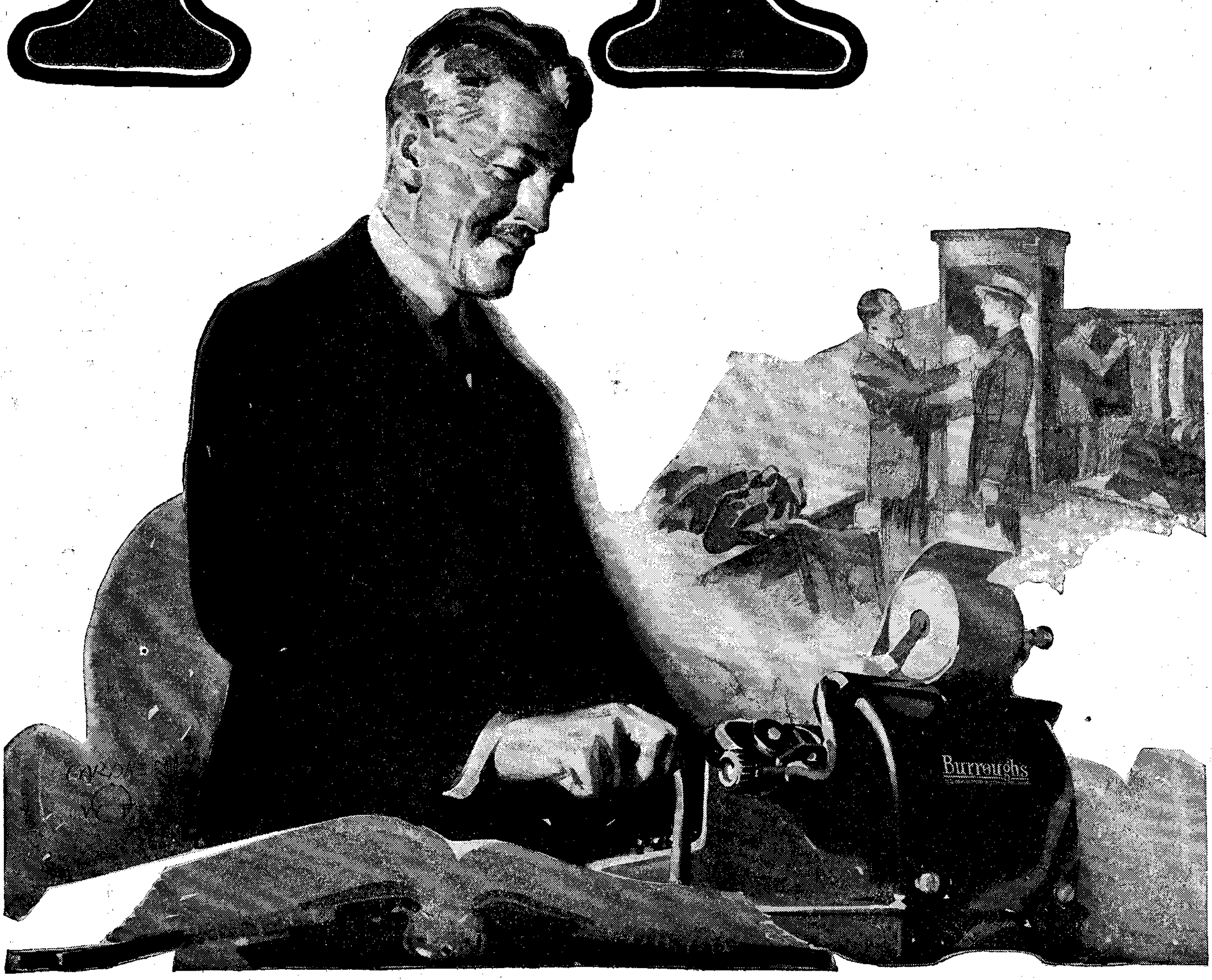
Dealers: Write for our prices

ADDING

The A B C of Business

Besides Bookkeeping Machines, Burroughs make Adding and Calculating Machines—all three classes containing machines of various styles and sizes, to fill the figure needs of any business, large or small.

Look in your telephone book, or ask your banker for the address of the nearest office of the Burroughs Adding Machine Company or write the Home Office at Detroit, Michigan. Your request for information will be promptly answered.



ADDING - BOOKKEEPING - CALCULATING

A - B - C

AUTOMATIC CONTROL TO CLOTHING CREDIT

Up there in the northern peninsula of Michigan in the town of Hancock is a man who has solved one of the big problems in the retail clothing business.

His name is Benjamin Arne and the way he runs his business would give pointers to many a big merchant in a big city.

At the very start Mr. Arne put his finger on what is a weak spot in many a retail business—long standing credit and slow collection.

When he began business he had to look that particular problem in the face because of lack of capital and he began by stating that he would do a cash business with the exception of customers whose reputation justified short time credit.

People up there said he would fail in a few months but his business has outlived many of the false prophets and he has proved that a cash business with quick turn-overs was possible to any man who was a square dealer and delivered quality merchandise.

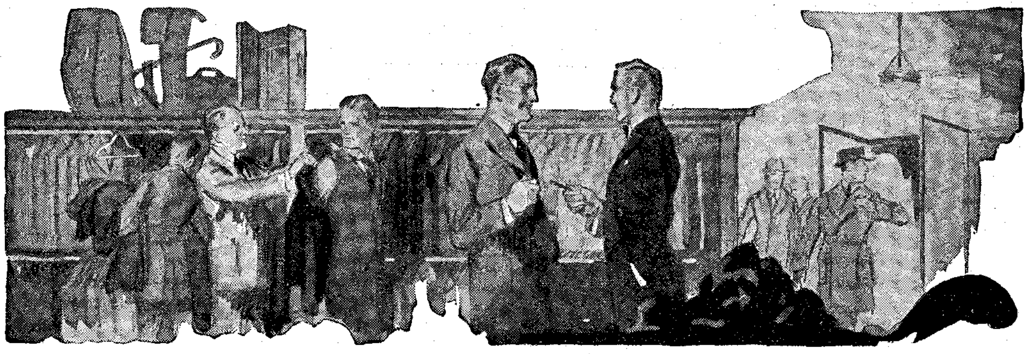
Today Mr. Arne does do considerable charge sale business, but he has found a way to control credit and protect his turn-over. The hub around which his system revolves is a Burroughs Figuring Machine. Every day he has a daily business statement which shows his grand total of cash and charge sales, the amount of unpaid charge sales brought forth from the previous day, the total cash paid in on "Received on account" and the balance of the outstanding unpaid charge sales which is an index that controls credit.

The ease of getting with a machine the figures which give reliable information about his business is so great that he profits in many other ways from his Burroughs than simply in the control of credits.

For example, he is able to compare day by day the efficiency of his clerks by totaling their sales separately. He knows how to regulate his buying, what lines of merchandise to display most prominently and which department should have the greatest amount of floor space.

Taking inventory with him is the simplest thing in the world and besides that his Adding Machine helps him in posting his cash book and customers' ledgers daily and in preparation of customers' monthly statements. And throughout all this figure work, errors are conspicuously absent because his figures are automatically accurate. What he has done any merchant can do.

Burroughs Machines are used by practically every type and size of business.
The Burroughs representative can help you select the one which fits your needs.



MACHINES FOR EVERY BUSINESS

Burroughs

One third of America underfed

—say high authorities

Rich and poor alike suffer from malnutrition without knowing it

WHY do we hear on all sides complaints of "that tired feeling"? Why do nervous break downs and rest cures multiply?

"It's a great life if you don't weaken," says the man on the streets; and the speed of events seems to quicken all the time.

The truth is, our ability to keep pace with events is not what it should be. Our vital reserves too often go below par.

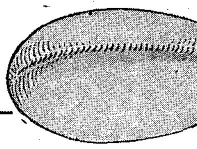
Astonishing facts

Impossible as it seems, America, the world's greatest food producing nation, is suffering from wide-spread malnutrition.

In spite of increasing food bills the chances are one in three that you or your family are suffering, not from lack of enough food, but from lack of the right kind.

These conclusions are inevitably drawn from statistics of the army draft and from Dr. Wm. Emerson's work among children of all classes.

What we call "lack of vitality," "run down," "not thriving" is now definitely traceable in most cases to an insufficient supply of certain food elements.



Whole wheat grain enlarged

The sixteen vital elements of nutrition

Oxygen
Nitrogen
Hydrogen
Carbon
Chlorin
Fluorin
Iron
Phosphorus
Calcium
Potassium
Magnesium
Manganese
Sodium
Sulphur
Silicon
Iodine

The 16 vital elements

Sixteen natural food elements (listed above) are needed to keep the normal human being strong and well, and filled with that abundant vitality which provides for growth and the energy demands of modern life.

In the wheat grain Nature provides these sixteen vital elements in more nearly the proper proportion than in any other food, save possibly milk.

But several of the most important of these are lost in modern methods of wheat preparation, through removal of the six outer layers of the wheat grain, commonly called the bran. Only in the whole wheat grain can *all* the needed elements be secured.

From Nature's larder

In Nature's larder health and energy are not separated from delightful tastes and flavors.

And thousands now draw from this larder these sixteen vital elements in Pettijohn's, a whole wheat breakfast food of rich and gratifying taste.

Its steaming fragrance awakens sluggish appetites in young and old. With cream and sugar it makes a vital energy ration of luscious flavor.

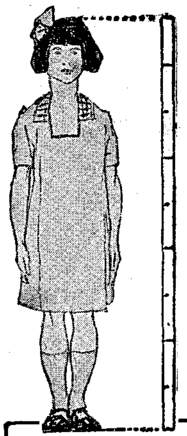
If you have been feeling below your normal in energy and vim—try Pettijohn's.

If you have a child below the average weight for his age (see tables)—try Pettijohn's. The little folks love it.

If you suffer from congestion of the intestinal tract give this food with its natural bran laxative a chance to set you right as Nature has provided.

Your grocer has Pettijohn's—or will gladly get it for you. Make tomorrow's breakfast of this sixteen vital elements food.

Made by the Quaker Oats Co., 1627G Railway Exchange Bldg., Chicago, U. S. A.



Are your children under the weight shown by this table? If so, they need more of the 16 vital elements food

	Boys	Girls		Boys	Girls
Height Inches	Average wgt. for height Pounds	Average wgt. for height Pounds	Height Inches	Average wgt. for height Pounds	Average wgt. for height Pounds
35*	32.0	31.0	49	55.5	55.5
36*	33.5	32.5	50	59.5	58.5
37*	34.5	33.5	51	63.0	61.0
38*	36.0	35.0	52	66.0	64.0
39*	37.5	36.5	53	69.0	67.5
40*	39.0	38.0	54	72.5	71.0
41*	40.5	39.5	55	75.5	75.0
42*	42.0	41.0	56	79.5	78.5
43	43.5	43.0	57	83.5	83.0
44	45.5	44.5	58	87.5	87.0
45	47.5	46.5	59	91.5	91.5
46	49.5	48.5	60	95.0	96.5
47	51.5	51.0	61	99.5	102.5
48	53.5	53.5	62	105.0	110.5
*Without clothes			63	109.5	116.0

The figures for the younger children are taken from "Holt's Diseases of Infancy and Childhood"; for the ages from six years on, from the studies of Boas, Burk and Smedley. These latter heights and weights are with indoor clothes but without shoes. In all cases the weights have been approximated to the half-pound.

Table of weights reprinted from *Woman's Home Companion*

MOTORING AND AVIATION
Continued

THAT "PSYCHOLOGICAL" GAS SHORTAGE RELIEVED BY OFFICIAL REPORTS

WELCOME news that there will be gas enough to go around, both this summer and for some time to come, that "the gasoline scare has been largely psychological," and that "conditions in 1920 appear to be greatly improved," comes from several government agencies which have been investigating the situation. The National Automobile Chamber of Commerce gives the Federal Trade Commission as its authority for the psychological nature of the shortage in gasoline. In addition, a report of the Bureau of Mines is quoted, showing that there has been a production gain of 63,000,000 gallons in a single month over actual consumption. Nothing whatever is said about any decrease in the steadily rising price, but some other hopeful facts, as reported by the New York *Tribune*, are as follows:

> Refiners can get twice the amount of gasoline from oil by using new "cracking" processes. The big Middle-Western companies using the modern methods are getting a 35 per cent. yield from crude oil, but refineries elsewhere are getting only from 12 to 22 per cent. An increase in production of fully 60 per cent. is bound to come with the adoption of the "cracking" processes by refiners generally.
>
> Mexico has been almost doubling its shipments to the American market every year. Last year there were 52,662,000 barrels of crude oil shipped from the neighboring country to the United States, most of it to the Atlantic coast.
>
> Reserve stocks of gasoline on hand at the refineries in March totaled more than 626,000,000 gallons. This fact, reported by the Bureau of Mines, serves probably more than any other to offset the persistent rumor of an already existent dearth of gasoline.
>
> Further, there is no doubt in the minds of government engineers and geologists that there is to be a big future for gasoline production from shale. According to David White, of the Geological Survey, there are infinite possibilities in oil obtained from shale deposits, which as yet have not been tapped in great quantities because of the need for especially developed machinery. In Mr. White's opinion, these shale deposits "are capable of giving oil in amounts far greater than all the available natural petroleum of this hemisphere." Also, "they form an enduring asset, sufficient to sustain an enormous ultimate load for an indefinite period."

The importance of conserving gasoline, however, is not to be lost sight of for more than obvious reasons, one of which is that the more gasoline used pending the opportunity for increased production and supply the higher the price is likely to go In this connection the National Automobile Chamber of Commerce says:

"Motorists should continue to save gasoline, since the use of 7,500,000 cars in the country means that the action of the separate units may have a great influence on the total consumption. Motor-vehicles are the heaviest users of gasoline, automo-

MOTORING AND AVIATION
Continued

bile consumption in 1919 being 3,167,654,400 gallons out of the total consumption of 3,808,390,649 gallons. It is estimated that a passenger-car uses 300 gallons of gasoline yearly and a motor-truck 1,500 gallons.

The world's deposits of crude oil total 60,000,000,000 barrels, according to estimates of the United States Geological Survey. At the present rate of consumption this would be enough to last the United States for 168 years. There are still 7,629,000,000 barrels in the oil-fields of this country, or enough to last twenty years at our present rate of consumption.

Additional sources of oil are promised with the passage by Congress last session of the oil-leasing bill. Much is hoped for from Wyoming and some sections of California. Some of the larger producers are making plans now to drill in these districts. This territory, formerly locked up for all production purposes, without question will be a great asset to the country's transportation. It is too early, tho, to estimate the amount of crude oil contained therein.

An improvement in the export situation is also seen. The Federal Trade Commission reports the exports of gasoline in 1918 at about 15 per cent.; in 1919 exports represented about 10 per cent. of the total consumption.

There is one deduction to be made, and that is that there is not an actual shortage of gasoline in this country. Reports to this effect are in reality based on transportation difficulties.

ENGLAND FACING AN AMERICAN MOTOR-CAR INVASION

THE prospects of an American motor-car invasion, and the dangers therefrom to the British industry, were such live topics in England some months ago that the London *Times* sent an investigator to the United States, "where the conditions ruling the American industry were minutely inquired into." The investigator returned to England with the alarming report that "in industrial unrest in America lay the only hope of safety" for the British motor-car industry. He is now trying out a few of the pioneer American cars that have arrived in the British market. Some good words for them, as well as some very vigorous knocks, are put forward in this report, which appears in a recent number of the London *Times:*

> The good class American car is rapidly losing its old national characteristics; year by year it is becoming more and more European in design and appearance. It still retains certain transatlantic qualities, such as large engine dimensions and, in comparison with the best European models, rather sketchy upholstery. But in most other respects American designers have paid us the supreme compliment of imitation.
>
> A considerable number of these new cars have already arrived and are being readily sold to a motor-hungry public. They vary in price between approximately £900 and something over £2,000, and they are drawn from the best-known factories in the United States. They may be regarded as

HEINZ
Vinegars

Every drop awakens flavor

In ordering vinegar be sure of its purity.

All Heinz Vinegars are made of the very best materials and are better than any food law demands.

Their delicate aroma is developed by aging in wood for at least one year.

Long years of experience and great skill are back of every bottle of vinegar that bears the Heinz label.

MALT, CIDER and WHITE

Pints, Quarts, Half-Gallons in bottles filled and sealed in the Heinz establishment

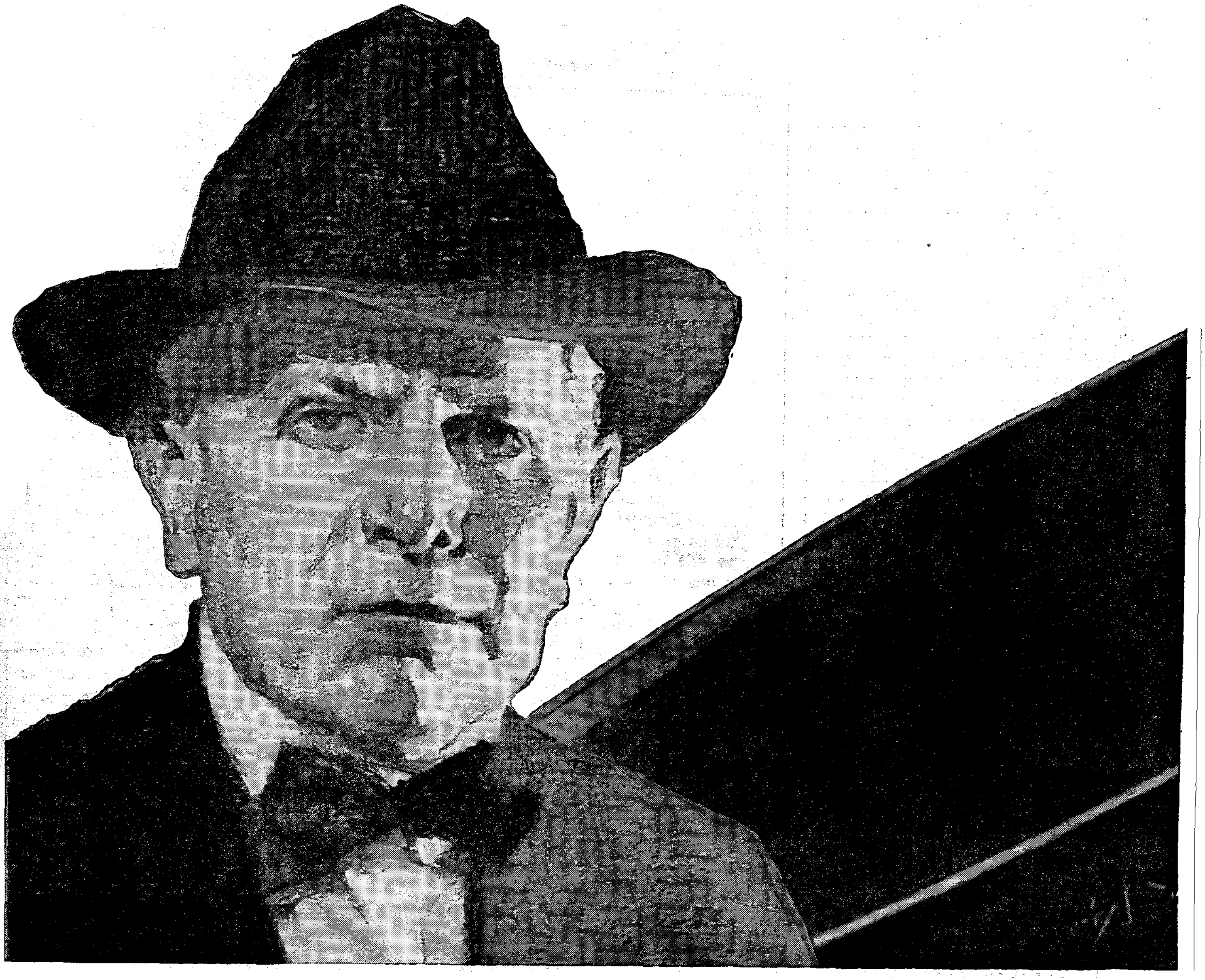
HEINZ
Imported
Olive Oil

It is a far cry from the Home of the 57 to Seville, Spain, but in the Heinz plant in Seville there is duplicated the spirit of cleanliness and purity that we feel is so important to the users of all Heinz products. Heinz Olive Oil is rich and full flavored. In bottles or tins.

Some of the
57

Spaghetti
Baked Beans
Apple Butter
Tomato Ketchup

All Heinz goods sold in Canada are packed in Canada



Why the Contractor Uses Firestones

CONSIDER the contractor's hauling problems and you'll understand why he uses Firestones.

He has heavy loads and light; he hauls on smooth city streets and in soft dirt at pits and excavations. One type of tire would not answer all his needs.

The Firestone line of truck tires gives him the proper type for every load, road and condition of service.

It includes the *Firestone Giant Solid*—the burden bearer of the industry. For heavy hauling, such as gravel, sand and steel, its great strength and long endurance make it the most economical.

The *Firestone Giant Pneumatic with Demountable Rim* answers another purpose. Speed is often of first importance to the contractor. Sometimes he is forced to work against time penalties. The Firestone Giant Pneumatic made high-speed trucking of heavy loads practical. With its extra heavy cross-and-square tread it brings the load through the worst roads and soft ground.

Ship by Truck
FOR
SHORT HAULS

The *Firestone Giant Cushion Tire,* owing to the contour of its design and the extra amount of rubber, combines much of the resiliency of pneumatics with the enduring wear of solids. It fits any S. A. E. base without wheel change. No change of gear ratio required. It complies with highway laws. Contractors tell us this is the coming tire.

From the smaller tires—cords or fabrics—used on the light cars that carry his superintendents from job to job, to the equipment of his biggest units, the contractor knows that Firestone means most miles per dollar.

Firestone

Make
This
Test

Do This Tonight

PLACE a small quantity of Drucker's Revelation Tooth Powder in your hand. Wrap a clean handkerchief or piece of sterile gauze around your finger. Dip this into water and then into the powder, and rub any stain on any tooth. See how easily the stain is removed. Or brush all your teeth with "Revelation" and see how quickly they are made pearly white.

Stop Fermentation To Save Your Teeth

DRUCKER'S Revelation Tooth Powder arrests the fermentation which causes nearly all tooth and gum trouble and takes off almost instantly the gluey scum with which fermentation covers your teeth and gums.

During the last fourteen years thousands of dentists have tested "Revelation" and acknowledged our claims that its Prophylactic and Cleansing properties overcome the causes of tooth decay and soft, spongy, bleeding gums.

Free from Grit

Drucker's Revelation Tooth Powder contains NO GRIT, for grit scratches the enamel of your teeth and cuts your gums, opening the way to infection and encouraging PYORRHEA. Moreover, there are NO ACIDS, CORROSIVE COMPOUNDS, or POISONOUS DRUGS in "Revelation." "Revelation" combats all tendency to Pyorrhea and shows its results in pearly white teeth kept free from decay and tartar, in healthy, firm gums.

Prove It Yourself

After seeing the results of the Cleansing Test on your teeth, learn how good this powder is on your gums:

At night, after brushing all surfaces of your teeth, rub Revelation Tooth Powder well into your gums. Do not rinse your mouth. Leave powder on all night to combat fermentation. Merely expel the surplus. See how fresh and clean your gums feel the next morning, how free your mouth is from acidity.

Your druggist now has Drucker's Revelation Tooth Powder, or can get it easily from his jobber. Or we will supply you by mail. Regular price 35c, with guarantee of satisfaction or money refunded.

Made only by

August E. Drucker Co.
SAN FRANCISCO
BRANCHES
NEW YORK and CHICAGO

MOTORING AND AVIATION
Continued

the pioneers of the army of invasion. Their appearance at this very critical period of our industry is a serious matter. As was pointed out in the *Times* reports from Detroit and New York, the success or failure of the American invasion depends almost wholly upon first impressions.

At this moment the public, utterly disgusted with the enforced wait for the cars it ordered from British factories months ago, is ready to buy anything which will convey it about its business. In many instances British cars are greatly preferred, but the disastrous delays which have so nearly wrecked British trade have had their effect, and patriotism as well as personal inclination are being sacrificed. A car is what is wanted, and it is wanted immediately. There are not nearly enough British cars to supply the demand, and so American machines get the chance so long awaited. Immediate delivery is the cry. Any car to-day is better than the car we want next year.

To-day we will buy anything which we can have at once. And here lies the ultimate test of both American and British cars. If the 1920 "Washington" American car, bought in March, and for which the option on the "Wellington" British car, to be delivered in October, has been given up, proves really satisfactory in performance, and shows a proper degree of reliability and economy in upkeep, the makers of the British car stand to lose a customer for ever. The owner will probably remain faithful to the imported machines. If it does not, and if the "Wellington," whether it materializes in October of this or June of next year, proves to be well up to the expected standard, the American invasion, in so far as the "Washington" is concerned, is at an end.

These are critical times. The pioneers are with us, and on their behavior during the next few months depends, to a large extent, the future of the invasion. The public are less discriminating in the matter of luxury or comfort than they were five years ago, but they are far keener on reliability. Already tales are abroad of expensively advertised and much bepremiumed cars, selling in London at nearly thrice their original cost, which have failed egregiously to survive six months' driving over our postwar roads. Other reports are to the effect that certain new importations are likely to become serious rivals to our best and most historic makes.

The worst of it is, says the writer, that the performance of prewar models of the same types is no guide to the inquirer. He gives a typical instance:

Only last week the writer was driven in an eight-year-old American car, which has seen hard and bitter service as the household drudge to a fleet of very expensive cars. It has consistently had to do the jobs below the dignity of its stable companions, and it has been driven by everybody and anybody.

It goes to-day better than many a car half its age. Yet he would be a fool who would buy its 1920 successor on these grounds. The one is a worthy, old-fashioned, sound motor-car, with as many years of honest work before it as there are behind it. The other, according to credible report, is a mere money trap. It is very expensive, and, below its high gloss, very shoddy. After only a few weeks' wear it begins to complain with no uncertain voices. It is flash. It is the kind of car which fills the patient British manufacturer with pious hope. He knows that this type at all events has not come to stay.

There is no comparison between the good American cars of 1915 and those of 1920. A certain number have deteriorated, but the great majority of the better known makes have improved out of all recognition. They are faster, more powerful on hills, quieter, better designed, far more solidly constructed, more comfortable, and enormously better looking. At a normal rate of exchange and free of the 33⅓ duty, their prices would make them wellnigh irresistible. As it is, and with our own prices monstrously swollen, they may prove to be a very real danger to the British maker.

During my stay in the United States I had the opportunity of taking a number of the latest types of good cars over a short trial run. Only a general impression could of course be gathered from an hour's drive about the suburbs of New York or Detroit, but altho the test was sufficient to enable one to discriminate between the good and the indifferent, it was hardly possible to form an estimate of the cars' probable best efforts on English roads and under English driving conditions.

During the past few weeks a number of the British representatives of American firms have asked me to take their new cars over specially selected routes, and it is proposed to select a few of the better-known types for trial and report in *The Times.* The routes will be chosen from those over which I have driven all the 1920 cars whose makers have asked for trials. These will lie chiefly in the Buckinghamshire country, where flexibility, hill-climbing, and speed has each its opportunity, and where ready acceleration and pick-up are essential if only a modest time-table is to be adhered to.

The cars will be driven over the course under ordinary normal conditions. They will be regarded as the standard types sold to the public to-day and described as such. They will be critically considered from every point of view likely to interest the owner and the owner-driver in England, and, being invaders, they will be as impartially judged as those British and European cars which have preceded them over the same difficult roads.

It is hoped that by trying and carefully examining the best that America is sending us to-day, by comparing them generally in the cold light of mechanics with our own productions, a fair estimate may be arrived at of the danger of the American invasion as far as it has progressed. Prices will be taken into consideration when appreciating performance and equipment in relation to British machines. A certain standard of performance will be set, varying only according to price and horse-power. This standard is the result of driving many scores of cars of some dozen different nationalities over many hundreds of thousands of miles in Europe and America during the past twenty years. It is the standard of the owner-driver. I know of none higher.

A Disorderly Occasion.—"Did you think my speech stirred the audience?" inquired the campaigner.

"I wouldn't exactly say it stirred 'em," replied Senator Sorghum. "I would rather say it mixed 'em up."—*Washington Star.*

"Standard" PLUMBING FIXTURES

MANY home-loving people have made their homes delightful with the luxuries of this wonderful age. They have rightfully accepted them as necessities, because the thousand and one fixtures and furnishings of marvelous construction and untold usefulness add to their sense of well-being and efficiency.

But, how inconsistent and incomplete are some few of these otherwise beautiful homes—with ten-year-old plumbing. Call on your Contracting Plumber. His knowledge of fixtures and of home sanitation makes him an important family counselor. Write for catalogue "Standard" Plumbing Fixtures for the Home.

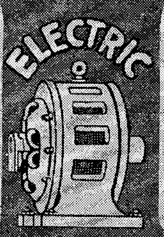
Standard Sanitary Mfg. Co., Pittsburgh

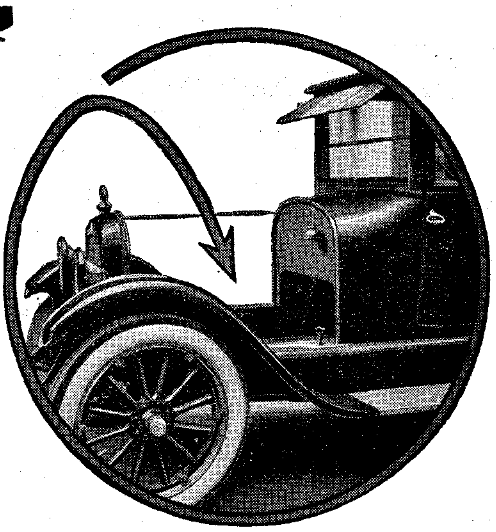
In addition to the displays of "Standard" Plumbing Fixtures shown by Wholesale Dealers and Contracting Plumbers, there are permanent "Standard" exhibits in the following cities:

NEW YORK	35 W. 31ST
NEW YORK (EXPORT DEPARTMENT)	50 BROAD ST.
BOSTON	186 DEVONSHIRE
PHILADELPHIA	1215 WALNUT
WASHINGTON	SOUTHERN BLDG.
*PITTSBURGH	445 WATER
PITTSBURGH	106 SIXTH
*CHICAGO	14 N. PEORIA
*ST. LOUIS	810 N. SECOND
*EAST ST. LOUIS	16 N. MAIN
*CLEVELAND	4409 EUCLID
CINCINNATI	633 WALNUT
*TOLEDO	311 ERIE
*COLUMBUS	255 S. THIRD
*CANTON	1106 SECOND ST., N. E.
*YOUNGSTOWN	458 W. FEDERAL
*WHEELING	3120 JACOB
*HUNTINGTON	SECOND AVE. AND TENTH ST.
*ERIE	130 W. TWELFTH
*ALTOONA	918 ELEVENTH
MILWAUKEE	426 BROADWAY
*MILWAUKEE	311 FIFTH ST.
*LOUISVILLE	323 W. MAIN
*NASHVILLE	315 TENTH AVE., S.
*NEW ORLEANS	846 BARONNE
*HOUSTON	COR. PRESTON AVE. AND SMITH
*DALLAS	1200 JACKSON
*SAN ANTONIO	212 LOSOYA
*FORT WORTH	828 MONROE
KANSAS CITY	201 RIDGE ARCADE
SAN FRANCISCO	149-55 BLUXOME
*LOS ANGELES	216-224 S. CENTRAL
ATLANTA OFFICE	1217 CITIZENS & SOUTHERN BANK BLDG.
DETROIT OFFICE	414 HAMMOND BLDG.
CHICAGO OFFICE	1010 STANDARD OIL BLDG.
SEATTLE OFFICE	1226 L. C. SMITH BLDG.
*TORONTO, CAN.	59 E. RICHMOND
*HAMILTON, CAN.	20 W. JACKSO

Service at "Standard" Branches In the cities marked (*) are carried complete lines of Plumbing and Heating Supplies; Farm Lighting and Water Supply Systems; Tools and Supplies for Mills, Mines and Factories, also for the Water, Gas, Steam and Oil industries. Write or call on nearest branch. If interested in plumbing fixtures for factories, write for book, "Factory Sanitation."

LINCOLN ELECTRIC MOTORS





Would You Buy An Automobile Without The Engine?

HOW many men would buy an automobile without the engine and then try to find an engine to fit it?

Not one in a thousand—and yet the same men who will laugh at such an idea are doing something just as foolish every day right in their own factories.

They buy a piece of machinery from a man who knows nothing about an electric motor. They buy the electric motor to drive that machine from a man who knows nothing about the machine.

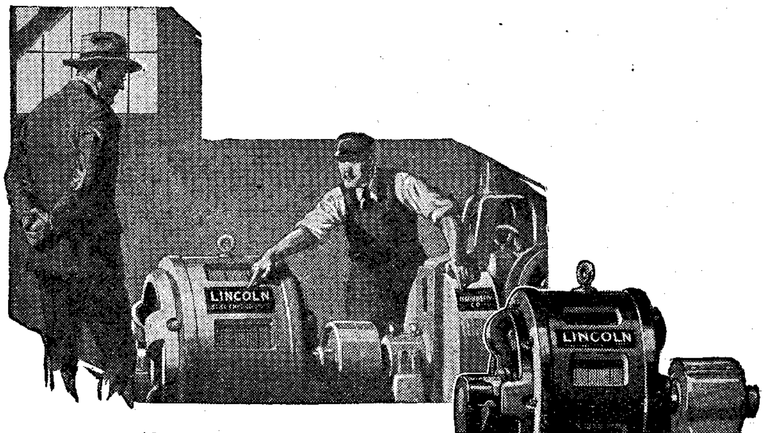
Then their factory men who know nothing about either the machine or the motor try to put the two together and make them work right.

That policy is costing manufacturers millions in wasted power, lost production and needless wear of machinery.

The Lincoln Electric Co.'s organization has been built up on the idea of correcting this misapplication of electric power. Lincoln Motor Engineers are in position to save money for manufacturers because they specialize on the one subject of electric motors.

They test every class of machinery right in the plant where it is made and help the manufacturer to equip it with a motor of the right type and size to do the work most efficiently.

Any plant manager can save both on first cost and operating cost by specifying that all machinery come ready equipped with Lincoln Motors—the motors that are fitted to the machine.

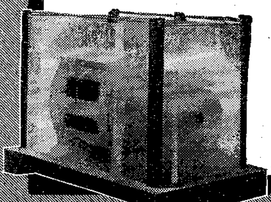


Also Sold By The Fairbanks Co.

Lincoln Motors are the only motors sold by the 23 branches of The Fairbanks Co. under their famous Fairbanks "OK".

"Link Up With Lincoln"

The Lincoln Motor operated under water at exhibitions and conventions for over 3 years without damage to windings.



Branch Offices:
New York City
Buffalo
Syracuse
Baltimore
Cincinnati
Chicago
Detroit

The Lincoln Electric Company

General Offices and Factory, Cleveland, Ohio

The Lincoln Electric Co., of Canada, Ltd.,
Toronto-Montreal

Branch Offices
Columbus
Pittsburgh
Philadelphia
Boston
Charlotte, N. C.
Minneapolis
Hartford, Conn.

SCIENCE • AND • INVENTION • CONTINUED

COLD-STORAGE EGGS

THE cold-storage egg is a much-abused food product, we are assured by *Foods and Markets* (Albany, N. Y.). What we want is an edible egg, free from the seeds of decay and untainted by the absorption of rank flavors. All this an eight months' storage egg may be, if properly handled; whereas a "new-laid" egg that has passed twenty-four hours in insanitary conditions, hot, moist, and dirty, may embody all the objectionable features hinted at above. Eggs when laid differ considerably in size, but otherwise are a very uniform product, the writer tells us. They also differ in color, depending on the breed of hen laying them. In New York City the housewife insists on having pure white eggs, and brown eggs are always cheaper in this market. In Boston the preference is for brown eggs and the white eggs are the cheaper. Careful tests have failed to disclose any difference in the quality of new-laid eggs which has any connection with the color of their shell. The writer continues in substance:

"The food which the hen eats sometimes affects the flavor of the egg; it also affects the color of the yolk, which takes on a deeper yellow tint when the hen has eaten an unusual quantity of grass or other green food. Because the hens are in better physical condition during the spring, the eggs laid at that time are apt to have a firmer interior structure and keep better than those laid later in the year. A new-laid egg may be small, or dirty, or thin shelled; but these faults are to be laid at the door of the farmer who disregards breed, feed, and clean laying quarters for his hens. So far as eating purposes are concerned it may be said that all new-laid eggs are practically equal.

"Between this theoretically uniform new-laid egg and the egg that the housewife buys in the market there is a vast discrepancy, as she knows only too well from bitter experience.

"Because of the readiness with which eggs spoil, the term 'fresh' has become synonymous with the idea of desirable quality. Contrary to the popular notion, however, the actual age of an egg is relatively of much less importance than are a number of other factors which affect its quality. No egg which has been held for even a short time is quite as good, of course, as one which is freshly laid. But an egg forty-eight hours old that has lain in a wheat shock during a warm July rain or has been gathered by the farmer's wife when it was wet and dirty and then kept in a warm kitchen would probably be swarming with bacteria and be unfit for food, while another egg kept for eight months in a first-class cold-storage room would be entirely edible and of fairly good quality. The promptness with which an egg reaches the consumer after it has been laid is no guaranty of its quality unless it has been handled properly while in transit.

"Any wetting of the shell of an egg is apt to result in dissolving the gelatinous coating by which it is normally protected, thus making it more porous. When the shell is porous evaporation proceeds at a rapid rate so that the egg becomes shrunken or 'stale'; odors are also more readily absorbed and may materially affect the flavor. Bacteria also find an easier entrance, resulting in rotten eggs. Lastly, the growth of mold is stimulated wherever moisture is present on the surface of the egg. This gives the egg both a musty flavor and a disagreeable odor, which are not destroyed on cooking."

Nature, of course, intended not that an egg should be eaten, but that it should develop into a chick. The germination of a fertile egg actually begins, we are told, before it leaves the body of the hen, and growth will continue if the temperature is greater than 68° F., tho it is slowed down below 103° F. This is one cause of the lowered quality of the eggs received in the markets during the summer. Not all eggs are fertile, however, and in the infertile egg this type of deterioration does not occur. We read further:

"As has already been indicated, when the gelatinous protection of the shell has been dissolved by moisture, eggs very rapidly absorb odors and flavors. Any eggshell is porous enough, however, for this process to go on to some extent. This is especially true where the air is motionless, moist, and warm, or where the temperature fluctuates considerably. These odors and flavors are sometimes lost in cooking, but they often persist and are sometimes intensified by the heating. This matter of absorbing odor or flavor is one of the ills to which the cold-storage egg often falls heir. In this case it is commonly the straw-board filler which holds the eggs that gives them what some persons believe to be the characteristic 'cold-storage' taste. The basic reason, however, is not simply cold storage but, rather, cold storage under conditions which have not been ideal. If a good eatable egg is to grace the consumer's table it must be most carefully guarded from the time it is laid against excessive moisture, heat, and strong odors.

"Since all the ills connected with moisture, heat, or objectionable odors may develop in an egg within a very short period if its environment is unfavorable, it follows that the mere time which has elapsed between the laying of the egg and its arrival with the consumer is not an adequate or proper test to be used as the sole determinant of what constitutes a truly 'fresh' egg. The only real test is the interior quality, and this can not be determined with certainty until the egg is broken. Temperature, however, is the most important factor affecting this interior quality and, unless its other surroundings have been unusual, the egg which has been under low and favorable temperatures throughout its career will have deteriorated but slightly and will remain a good usable egg for a very considerable period.

"The term 'fresh egg' as commonly used means any egg which has not been in cold storage. It is apparent from the

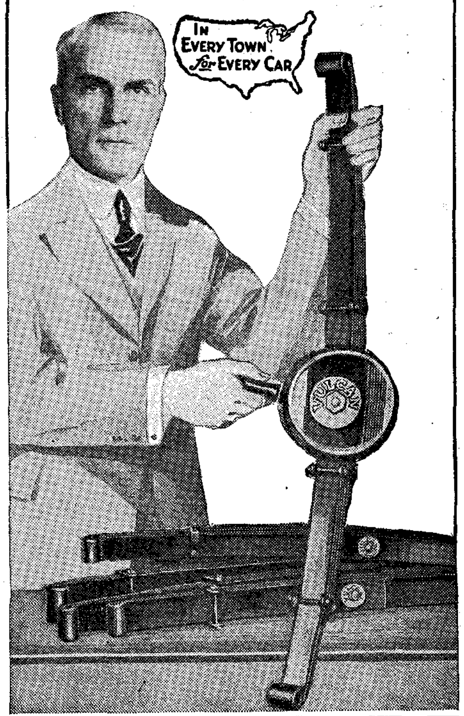
When Your Springs Break
put on
VULCAN
QUALITY
The Replacement Spring

Your comfort, your peace of mind, your very life itself are safeguarded with VULCAN Springs under your car.

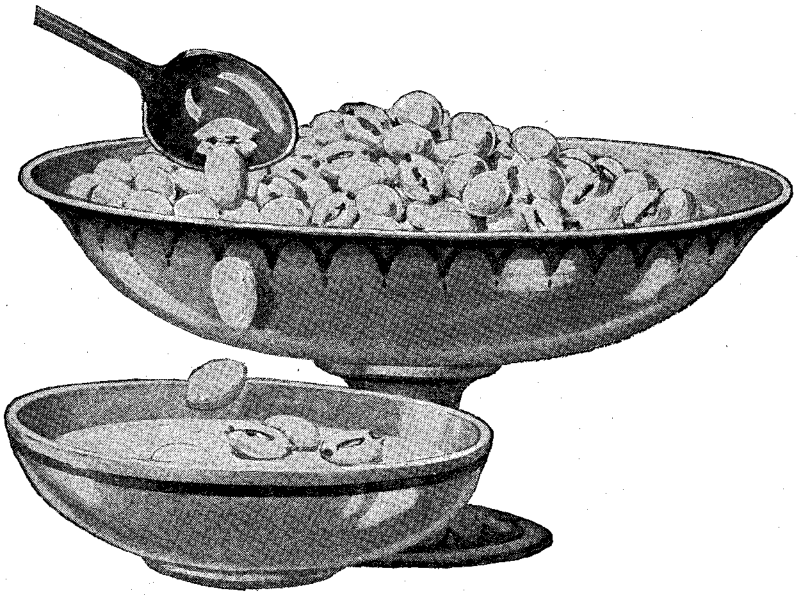
It is very unlikely that a VULCAN Spring will break. We make them with extreme care.

Our name plate is on every VULCAN. Over a million have gone out under this name.

Your dealer can replace your broken spring with a VULCAN—an exact duplicate, but VULCAN quality. Insist on our name plate.



Jenkins VULCAN Spring Company
Richmond, Indiana.



August Nights

Will bring to millions Bubble Grains in Milk

Don't put aside your Puffed Grains when breakfast ends in summer. Children want them all day long, and there's nothing better for them.

The supreme dish for luncheon or for supper is Puffed Wheat in milk. The airy grains—puffed to eight times normal size—taste like food confections. Yet every morsel is whole wheat with every food cell blasted.

The finest foods ever created

Puffed Wheat, Puffed Rice and Corn Puffs are the finest grain foods in existence.

Never were cereals so enticing. The grains are fairy-like in texture, the flavor is like nuts. They seem like tidbits, made only to entice.

Yet they are major foods, with every food cell steam-exploded, so digestion is easy and complete.

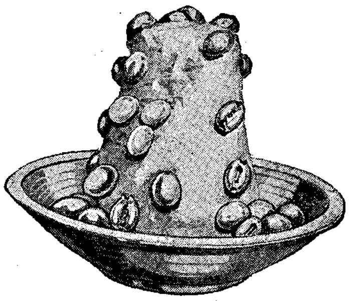
They will take the place of pastries, sweets, etc., if you serve them all day long. And at meal-time they will make whole-grain foods tempting.

Puffed Wheat

Puffed Rice

Corn Puffs

The Three Bubble Grains



On ice cream

Puffed Grains taste like airy nut-meats, and they melt into the cream. The dish is made doubly delightful.

Puffed Grains are made by Prof. Anderson's process. A hundred million steam explosions occur in every kernel. They are the best-cooked grain foods in existence. Serve all three kinds, at all hours, in all the ways folks like them.

The Quaker Oats Company

Sole Makers

3407

SCIENCE AND INVENTION

Continued

foregoing that, so far as quality is concerned, this term is a very misleading one

"Weather, especially the element of temperature, is the main controlling factor in the quality of market eggs. During the late winter and early spring the changeable temperature and frequent chilling which the eggs undergo on their way to the consumer injure their quality considerably. It is during the month of April, as a rule, that weather conditions for marketing are most ideal, and so it is at this time that the eggs arriving on the markets are of quite uniformly high quality. During the heat of the summer most of the supposedly 'fresh' eggs reaching the market are of very inferior quality. As the cooler autumn weather arrives the quality of the market eggs would improve rapidly if it were not for two adverse factors which offset this tendency: one is the lower physical condition of the hens at this time of year; and the other is the generally advancing price in the market which induces every one, producer and distributer alike, to hold back the flow of eggs to get a higher return.

"Probably no subject connected with marketing has given rise to so much heated discussion in recent years as has that of the cold storage of food products. In the case of eggs, especially, there also exists in the mind of the average consumer a very real prejudice against the cold-storage product.

"Theoretically, if an infertile egg laid in a clean, dry nest on a cool day by a healthy hen be allowed to cool slowly to a temperature of about 30° F., and then held at that temperature in a place where the air is not too humid and where no objectionable odors are present, it will be found that even after a period of many months such an egg will have deteriorated so slightly that its quality will remain very nearly as good as when it was first laid This is the principle on which modern commercial cold storage depends. The conditions of storage described above, of course, are ideal and can only be approximated in actual commercial practise But in a modern and properly equipped cold-storage plant the factors of temperature and moisture are commonly controlled with almost perfect success. The factors which are not so well controlled by the storers of eggs are: First, the quality of the egg when it is put in storage, and secondly, the matter of absorbing odors.

"The really vital points to be considered are the condition of the egg when it entered storage and its environment while there. Neither of these facts can be ascertained by the consumer with any degree of accuracy when he contemplates buying a dozen of cold-storage eggs. The time of year in which the egg was stored, however, can usually be found out from the markings on the case which are now required by law in most States. The average April- or May-stored egg is usually preferable to one stored at any other time. Its interior quality for a period of six or seven months is apt to be actually better than that of the average 'fresh' egg received on the market during these months, and far superior in every way to the poorer grades of 'fresh' eggs which reach the city during this time. The above statements are admittedly at variance with popular ideas concerning the cold-storage egg, but they are based on the results of many careful investigations made by the various bureaus of the Federal Government as well as by other agencies which have studied the problem."

Nevertheless the writer admits that popular prejudice against the cold-storage egg has some basis in fact. Many consumers remember experiences at a time when refrigeration methods were not as perfect as they are now and the dealers had not learned to put only high-quality eggs in the warehouses. Another reason for prejudice is fraud practised by certain retail dealers, not in palming off cold-storage eggs as fresh, but in gathering all the stale eggs on hand and selling them at a reduced price as "cold storage." In this way the bad name which the storage egg has already gained is materially increased. He goes on:

"An objection to the cold-storage egg, which is sometimes a valid one, arises from the fact that if taken abruptly from the low temperature of the warehouse on a day when the outside air is hot and moist the eggs 'sweat' or gather moisture from the air.

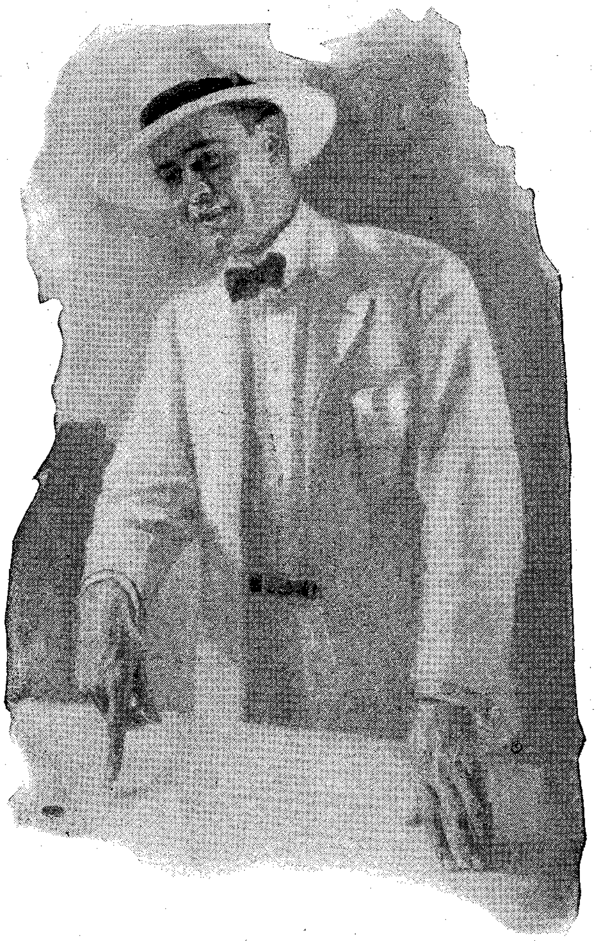
"The last and best-founded reason for prejudice against cold-storage eggs has to do with the matter of flavor. In this connection the conclusions reached by the Federal Bureau of Chemistry as the result of a careful study of the subject are of interest.

"It has been found that under commercial conditions a characteristic unpleasant flavor, commonly termed the 'cold-storage taste,' develops in eggs which have been held in cold storage for several months. The facts indicate that the 'cold-storage taste' is due to the absorption of surrounding odors. When eggs are protected from air by immersion in a preserving liquid and held in cold storage, the typical 'cold-storage taste' does not develop.

"Much of the bad reputation which cold-storage eggs have gained is ill founded. The mere fact that an egg has been held several months in storage does not mean that it has deteriorated to any great extent, for its quality at certain times of the year is actually apt to be better than that of the average 'fresh' egg arriving on the market. The unpleasant flavor usually acquired by a cold-storage egg may or may not be sufficient to injure its use for most forms of cooking, depending on the conditions under which it has been stored. Lastly, an egg which has not been in storage over seven months is not apt to have acquired a sufficient flavor to be objectionable nor to have deteriorated far enough to affect its wholesomeness or edible qualities."

BREATH-HOLDING AS AN AVIATION TEST—Measurement of the time during which one can hold his breath is now used as a test for would-be aviators. According to a writer in *The Lancet* (London) it enables the physician to obtain a fair idea as to the stability of the central respiratory nervous apparatus. He continues:

"A stop-watch and a nose-clip are all



"*I Said* Hires"

IT is important that *you* say "Hires". Because Hires is pure and healthful; while imitations of Hires may be harmful.

Nothing goes into Hires but the pure, healthful juices of roots, barks, herbs, berries—and pure cane sugar. The quality of Hires is maintained in spite of tremendously increased costs of ingredients. Yet you pay no more for Hires the genuine than you do for an artificial imitation.

Don't trifle with imitations. Say "Hires" at the fountain, or order it in bottles, by the case, from your dealer.

THE CHARLES E. HIRES COMPANY, PHILADELPHIA

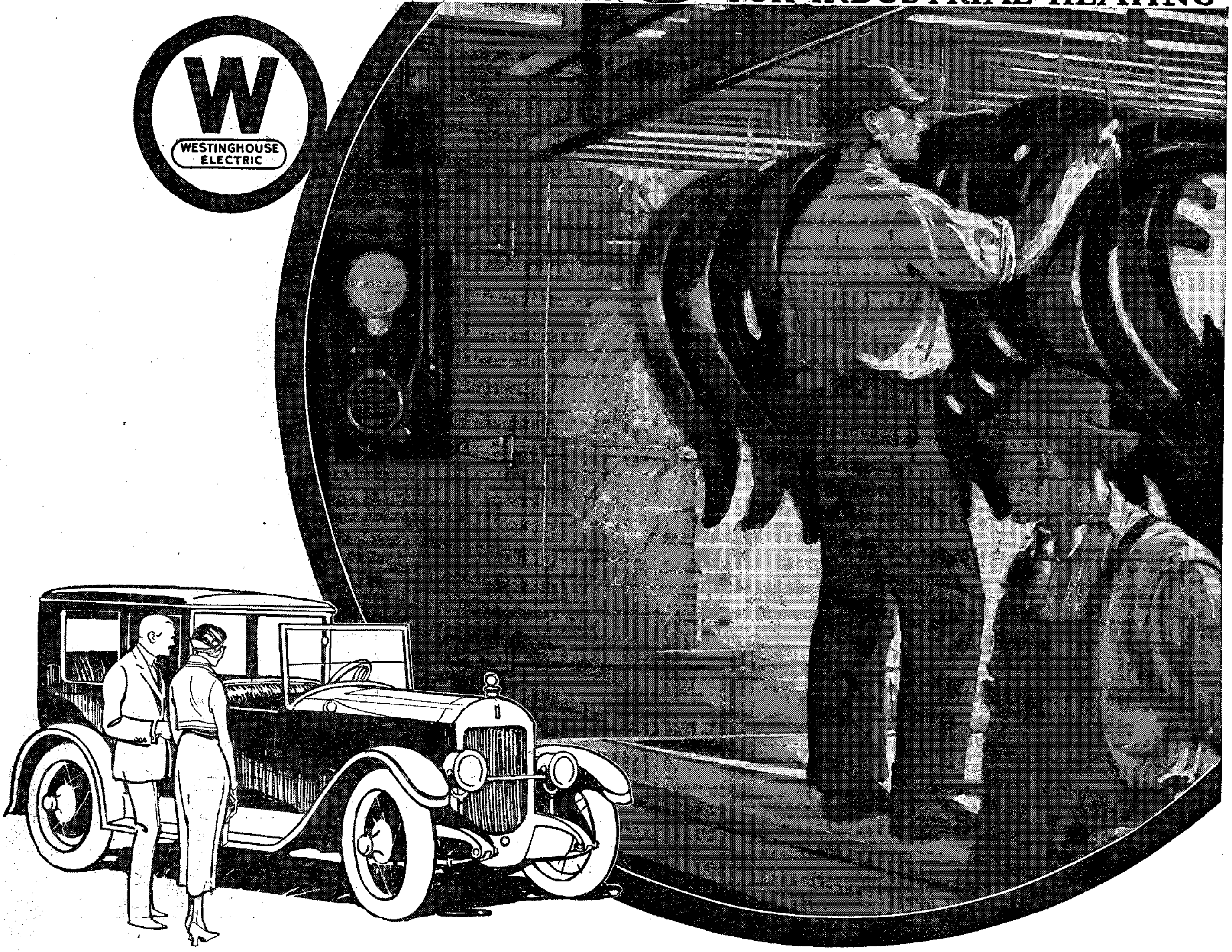
Hires

Hires contains juices of 16 roots, barks, herbs and berries

Westinghouse

ELECTRICAL APPARATUS FOR INDUSTRIAL HEATING

WESTINGHOUSE ELECTRIC



Electric Heat–
Where Finish Comes First

"P and V," says the automobile man, meaning paint and varnish, "are among our best salesmen."

To the motor-car manufacturer, the quality of finish is of prime importance.

It is significant, therefore, that within the short space of five years the use of electric heat in the enameling of cars has become practically universal.

Supplanting gas and other fuels, electricity applied to ovens for enameling has given the automobile a new and greater beauty, at the same time effecting tremendous savings in time and labor.

Because the automobile industry with characteristic alertness, was the first to adopt electric heat for oven purposes, its use is more widespread among car manufacturers than elsewhere.

What it has done for the automobile builder, however, it can do wherever ovens are used in the baking of enameled or japanned products.

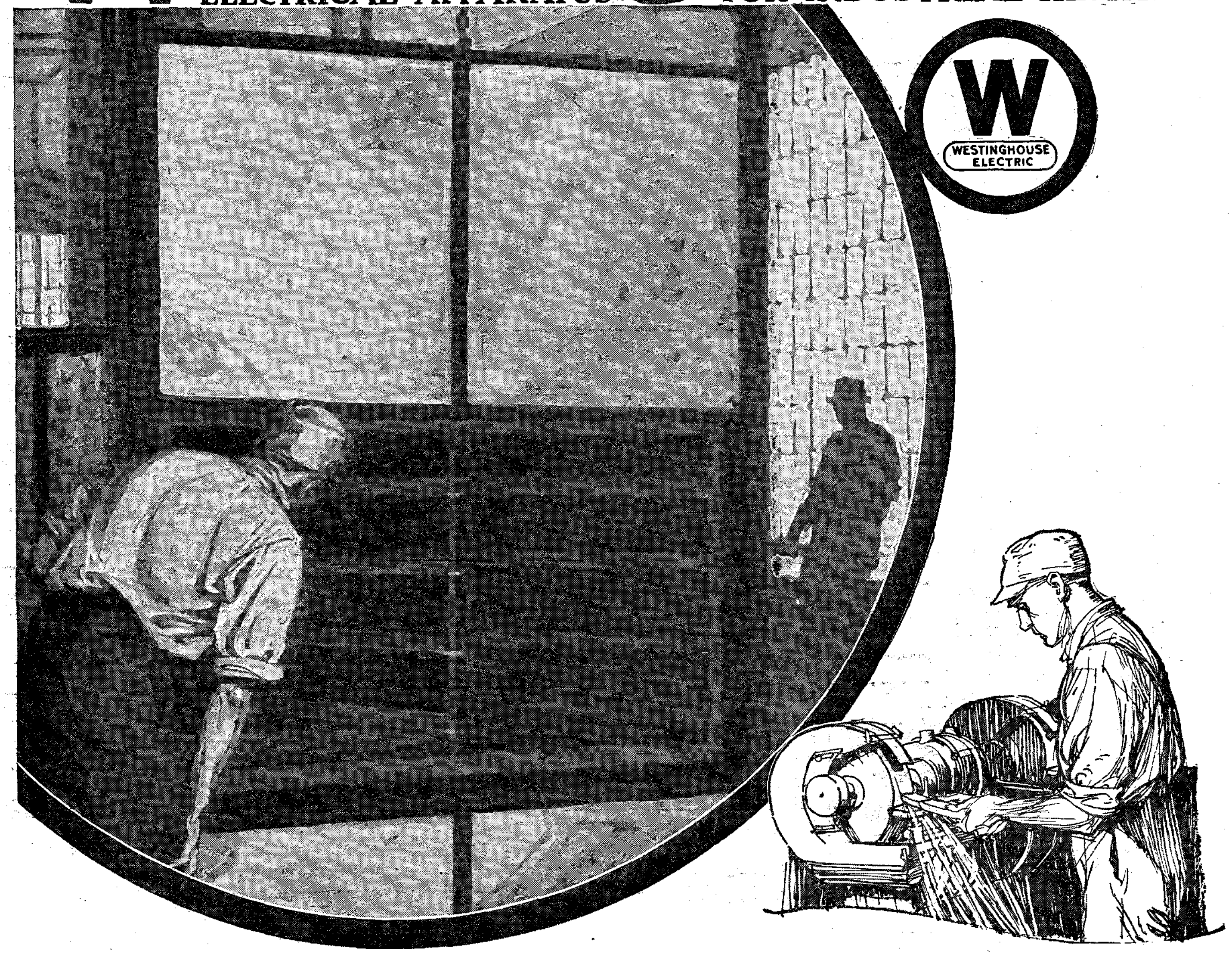
With electric heat, the dirt and dust so injurious to highly-finished articles and so certain to be present where hot gases come in contact with them, are eliminated, for electric heat is applied without combustion. Temperature can be maintained evenly throughout the ovens and automatically controlled, overcoming any possibility of error or of negligence on the part of attendants.

Elimination of dust and grime, freedom in placing the heaters and close temperature-control combine to make possible enduring mirror-like enameled surfaces.

Moreover, electric heat makes possible efficient use of conveyor-type ovens. With these ovens, the work can be given three or four coats, all dipped and baked automatically in one continuous operation. As a result, in addition to better finish, less than a dozen men will often do the work of fifty.

Westinghouse

ELECTRICAL APPARATUS FOR INDUSTRIAL HEATING



Electric Heat-
Where Finish Comes Last

Not only where beauty is essential but where it is not, electric heat has many advantages, whether the task be core-baking, curing of abrasive wheels, tempering, clay-baking, armature-baking, making of rust-prevention finishes or any other one of hundreds.

A better product; more output with fewer workers; increased reliability; greater safety—these are some of the more important results that follow the installation of electric ovens, wherever they are used.

The outstanding benefits vary according to the application, and each new use but emphasizes the far-reaching character of this development.

There is scarcely an industry in which electric heat cannot be used to advantage. Further information will be sent on request.

WESTINGHOUSE ELECTRIC & MANUFACTURING CO.
East Pittsburgh, Pa.

Some Users of Westinghouse Electric Heating Equipment

Automobiles:
Buick Motor Co.
Cadillac Motor Car Co.
Chevrolet Motor Co.
Cleveland Automobile Co.
Dodge Bros.
Dort Motor Car Co.
Jordan Motor Car Co.
Packard Motor Car Co.
Paige-Detroit Motor Car Co.
Pierce Arrow Motor Car Co.
Reo Motor Car Co.
Standard Steel Car Co.
F. B. Stearns Co.
Templar Motor Corporation
Willys-Overland Co.

Lithographing:
Crown Cork & Seal Co.

Automobile Parts:
Ashtabula Bow Socket Co.
T. J. Corcoran Lamp Co.
Guide Motor Lamp Co.
Indiana Lamp Co.
F. H. Lawson Co.
Michigan Stamping Co.
Williams Steel Wheel & Rim Company

Armature Baking:
Brooklyn Rapid Transit Co.
Interborough Rapid Transit Company
Springfield Street Railway
Tri City Railway & Light Co.
Worcester Consolidated Street Railway

Typewriters:
The Noiseless Typewriter Co.
The Royal Typewriter Co.

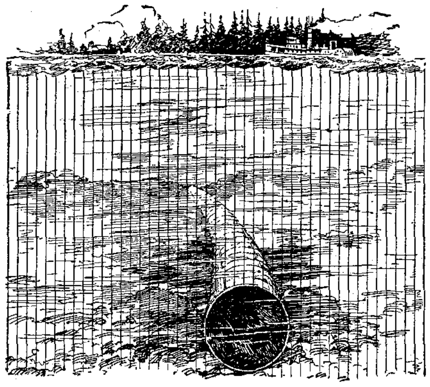
Tacks:
Mattatuck Mfg. Co.

Vacuum Cleaners:
Electric Vacuum Cleaner Co., Incorporated
The Torrington Co.

Abrasives:
Carborundum Co.
Norton Co.

Washing Machines:
Pittsburgh Gage & Supply Co.

Metal Furniture:
Dahlstrom Metallic Door Co.
Safe Cabinet Co.
Simmons Co.



DEEP WATER IS PUREST

That is why Tonawanda, New York, draws its drinking water from the deepest part of the Niagara River.

For this service the engineers chose

CONTINENTAL WOOD STAVE PIPE

"The Pipe That Serves"

Continental Wood Stave Pipe, made of stalwart Douglas fir wood, when submerged, practically lasts forever, and being made in fifty-foot lengths for this particular installation, it was easiest to place and actually reduced materially the cost of the sub-aqueous work.

CONTINENTAL PIPE GIVES WORLD WIDE SERVICE

Continental Pipe Mfg. Co.

General Office:
Dept. A, Seattle, U. S. A.

Eastern Office:
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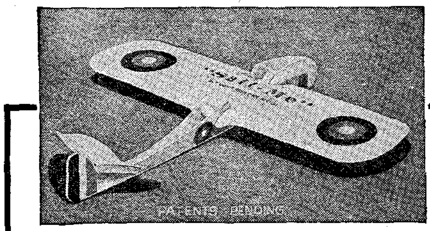
New York City

BRONZE TABLETS
Free Book of Designs
Jno. Williams, Inc., 556 West 27th St., Dept. L.D., New York



"Sail-Me" The Wonderful Toy Airplane

Glides—spirals—loops-the-loop. Boys and girls and grown-ups find great joy—amusement and exercise flying "SAIL-ME" Airplanes. Ten times more fun than ping-pong ever was. It's the season's biggest seller. If your dealer can't supply you, send $1.00 for 12 airplanes and be the first one in your neighborhood to give a "SAIL-ME" party.

Mr. Big Advertiser:

We will print your name on the wings of the plane in lots of a thousand or more. You will then have the biggest little advertising novelty of the year. Write for quantity prices.

C. J. VAN HOUTEN & ZOON
New York Chicago

SCIENCE AND INVENTION

Continued

the apparatus required, while the precise instructions as to carrying out the experiment are equally simple. The time the man can hold his breath before the inevitable and forceful sensation of the need to breathe compels him to give way is noted. The average time in the normal fit pilot is sixty-nine seconds, the minimum being forty-five seconds. Nearly all cases with a time-record as short as this were rejected on medical grounds apart from this test. Not the least interesting part of the test as applied to airmen is the reply given when the examinee is asked what caused him to give way and breathe in, the normal response being, 'I had to give up,' or 'I wanted to breathe.' Under conditions that point to unfitness for pilotage the reply may be, 'I felt giddy,' or 'dizzy,' or 'squeamish,' or 'flushed,' responses which indicate that other nerve centers are involved besides the true bulbar respiratory center. Such extraneous sensations, so markedly different in character from the pure inspiratory impulses, enable the observer to form conclusions, not only as to the stability of the respiratory center itself, but indirectly of those other parts of the central nervous system whose stability plays an important part in the nervous outfit of the aeronaut. The combination of minimum time record and abnormal verbal response points to the examinee being one likely to suffer from oxygen hunger at high altitudes, and possibly to an inherent inability, by a strong effort of will, to carry on under conditions of stress. The breath-holding test may have a similar application in other branches of medical practise. It was effectively used by Dr. H. F. Marris, in an attempt to estimate the factors in the production of tachycardia [rapid heart-beat] occurring in febrile illness. . . . The general practitioner might add it to his armamentarium."

COLORED MEDICINE

DO some people think that medicine, to be really "strong" and effective, must have a bright color? That this is a prevalent idea is asserted by George E. Ewe, chief chemist of the H. K. Mulford Company, in an article on "Coal Tar Colors in Drug Products," contributed to *The Druggists' Circular* (New York), and he thinks that this explains the frequent use of extraneous color in medicine. Of course no one can stop tincture of iodin from being orange-brown, and this color is objectionable rather than otherwise, because the tincture is applied externally and leaves a stain; but we do not care how much we stain our digestive tracts, and if a colorless drug for internal use can be tinted red or green, we prefer it that way. Only, as Mr. Ewe warns us, we must take the necessary precaution not to use, in this coloring process, another drug that will have an effect of its own, perhaps a harmful one. Mr. Ewe writes particularly of the anilin colors. He says:

"The use of colors in drug products originated probably in the ancient practises of coloring medicines for the purpose of differentiating them from each other, covering up their identity, or enhancing their efficiency by means of the purely psychologic effect upon the unlearned in pharmacy and medicine. Even now these practises have legitimate use. We are all familiar with the practise of coloring mercuric chlorid tablets to distinguish them from non-poisonous tablets of various kinds, and such terms as 'blue' ointment, 'white' liniment, 'red' oil, 'black' wash, etc., are familiar to all of us. Also, physicians, in treating obstinate cases where 'variety' is demanded by the patient, frequently merely vary the color of the solution or tablet and the patient is satisfied—and benefited thereby. Patients, especially children, appear to think that a medicine to be 'strong' must have a pretty color.

"Oldberg, in his 'Pharmacy,' states that 'various colored coated tablets are popular with the laity,' and the United States Dispensatory states that 'anilin colors are used for esthetic purposes.' There is no doubt that the use of colors in drug products is well established and has particular advantages as mentioned above. It is not likely that colors are used to any extent for the purpose of covering up deficiencies in drug products, as this practise would be reprehensible and would not be tolerated by any reputable manufacturer.

"The selection of colors for use in drug products requires extreme care in order to exclude harmful ones. Preference must be given wherever possible to the natural, harmless organic coloring matters, such as cudbear, cochineal, chlorophyl, caramel, tumeric, etc., but it is not always possible to limit the use of colors to these agents and frequent recourse must be had to the coal-tar colors.

"The national food and drugs act does not specify the coal-tar colors permissible for use in drug products, and, so far as I have been able to ascertain, this is true also of all of the States and possessions.

"It does specify those permitted in food products. . . . . .

"Since most drugs, like foods, are ingested, these permitted food colors, properly labeled as 'certified' by the Department of Agriculture, may be considered perfectly satisfactory for use in drug products.

"But this list does not include all of the coal-tar colors which may be used in drug products for the reason that it is intended for the guidance of manufacturers of food products only, and the rules governing the manufacture of this class of products are, naturally, more stringent than those which regulate the production of drugs and confectionery, neither of which is used to the extent that food is. Furthermore, drugs are not consumed in such quantities as confectionery, and therefore any list of coal-tar colors that may be 'certified' for use in the manufacture of such materials may be considered entirely satisfactory for use in drugs.

"The national food and drugs act does not specify the coal-tar colors which may be permitted for use in confectionery, but specifies merely that confectionery shall be deemed to be adulterated if it contains 'poisonous color.'

"All, or at least most, of the States have followed the national act in this respect.

"The United States Department of Agriculture permits the use of any coal-tar color in foods and food-stuffs provided the manufacturer of the color files a certificate with the department guaranteeing 'identity of the coal-tar color and absence of mineral or metallic poisons, harmful organic constituents, or contamination due to improper or incomplete manufacture,' and provided

Stewart

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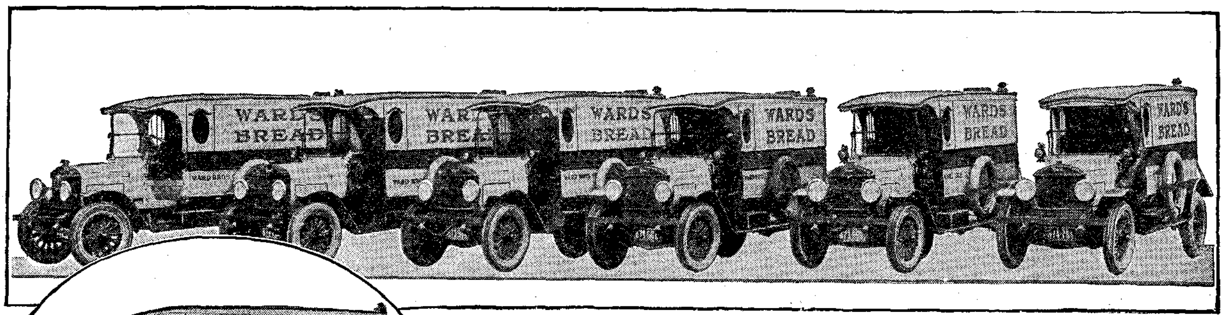
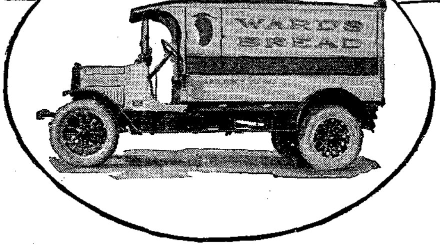
The very first ones made—Still serve the needs of trade





Fleets that grew from one indicate owner satisfaction

STEWART quality wins its way with owners. Hundreds of business men and firms first bought one on trial. And quickly their fleets grew—one, two, three, four and more—all Stewarts—all working and earning; piling up daily profits for their owners; piling up quality reputations for Stewarts.

The yearly record of sales has grown steadily from $58,000 the first year to millions annually, and constantly growing.

Stewart is one of the world's fastest-selling trucks—making good abroad just as it is at home—just as popular in 38 foreign lands as it is in 800 American cities and on hundreds of American farms.

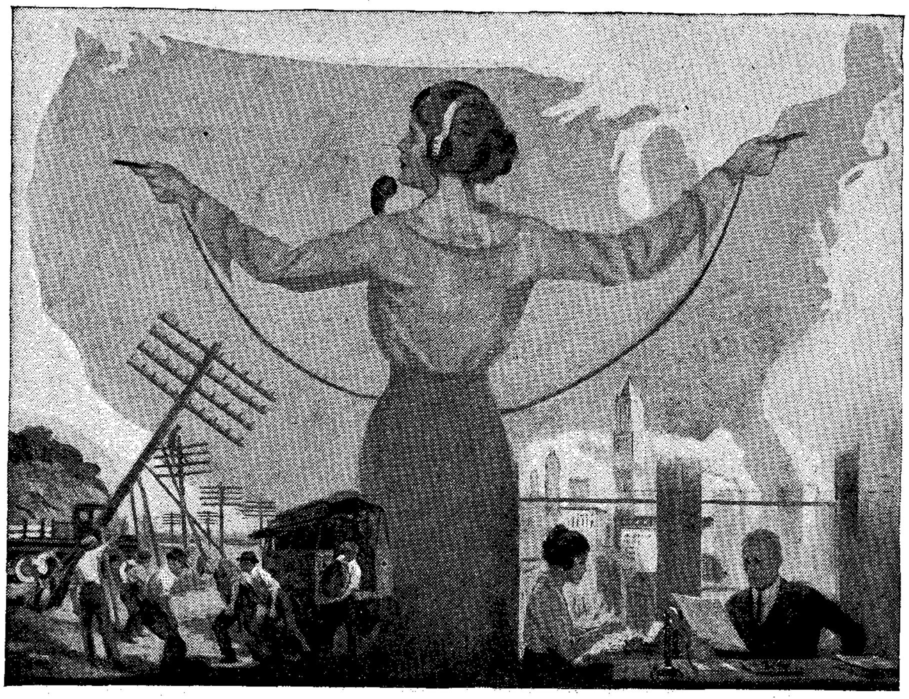
Here is another pleased owner building up his Stewart fleet:

"We purchased the first Stewart in the Fall of 1917, and on the basis of its performance we have since purchased trucks from time to time, until now we have about twenty. From our own experience we gladly recommend them to anyone who is considering the purchase of a commercial truck for day in and day out performance.

"I might say that the first truck which we purchased ran over 25,000 miles in ten months' time and cost us less than $100 to overhaul and repair. It is still in operation and all the other trucks are performing along the same lines."

(Signed) H. B. WARD, Vice-President.

STEWART MOTOR CORPORATION, BUFFALO, N. Y.



Strength of Organization

Experience of over forty years has developed executive ability. Scientific advancement has brought the telephone from a crude experiment to one of the most perfected of all mechanical devices. Engineering has mastered countless problems involved in the distribution of service. Construction has carried the telephone into the most remote corners of the country. Operative skill has combined the efforts of executives, scientists, engineers and commercial management. These with vision and foresight are the powers which unite in the accomplishment of the Bell Telephone System.

Working in the closest cooperation with its chiefs is the nation-wide organization of telephone employees. Nothing less than finest loyalty, the most untiring devotion, the recognition of the great importance of their work, coupled with a fixed determination to serve faithfully; nothing less than this unified strength which has been so wonderfully displayed by the management and employees of the Bell telephone could have carried the system through the years of strain which began with the war and have not passed.

Hardly ever has public service required so long and severe a test of a business organization. Never has an army responded with more hearty united and loyal support.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES

One Policy *One System* *Universal Service*

SCIENCE AND INVENTION
Continued

the department finds the certificate and product 'satisfactory.' Coal-tar colors, therefore, which are certified by the department (as shown by label statement) may be considered satisfactory for use in drug products."

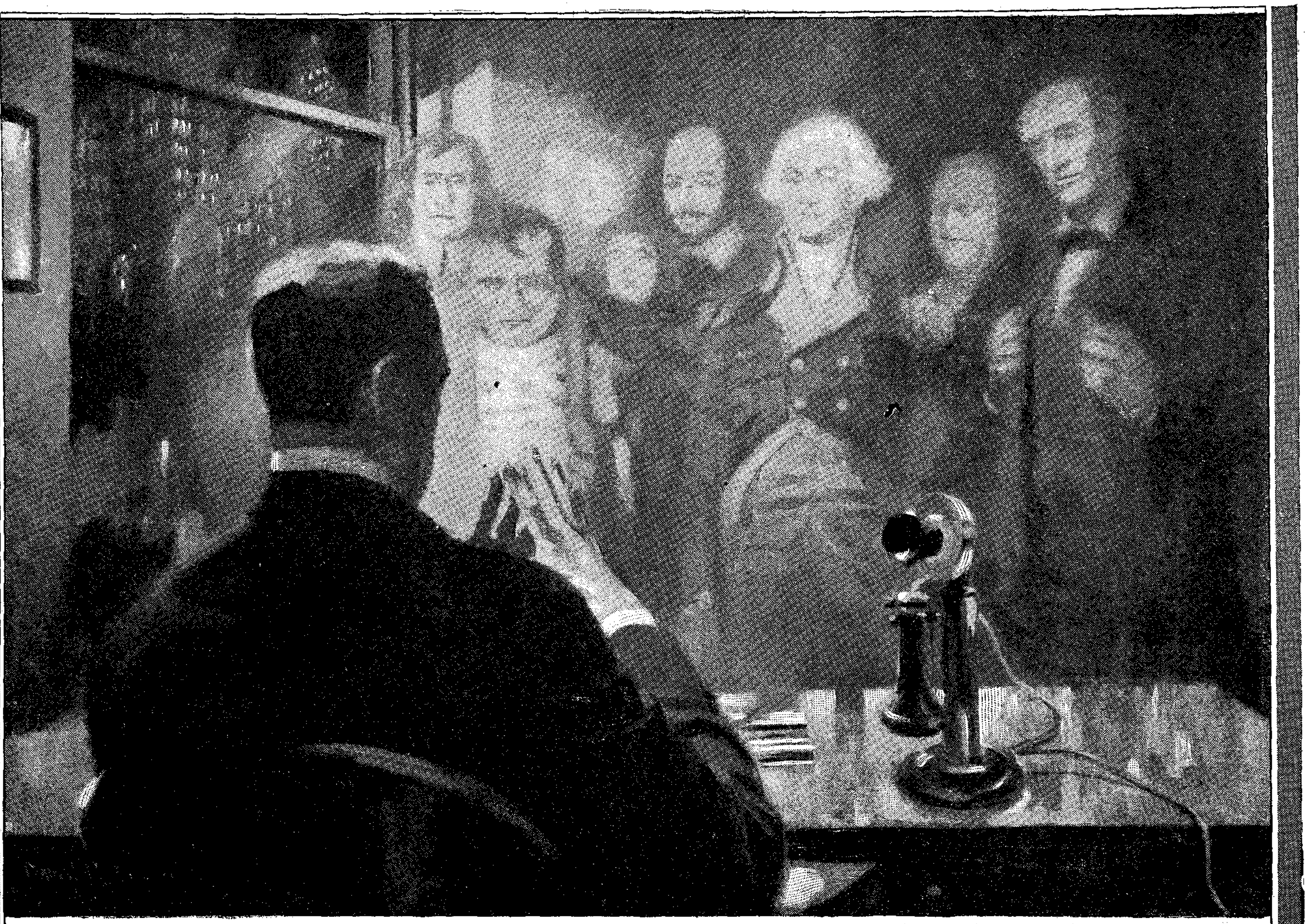
The use of coal-tar colors other than "permitted" and legally "certified" colors, Mr. Ewe goes on to say, calls for careful and accurate chemical and physiological experimentation. The coal-tar color must be identified and poisons, harmful organic constituents, and contaminations must be detected. Untoward physiologic effects must be determined by administering the color to lower animals in definite doses. These experiments are entirely out of the province of the small user of coal-tar colors and are purely the province of the manufacturer.

DAMAGE FROM SMELTER SMOKE

SMOKE from the chimneys of smelters may injure surrounding property through solid particles contained in it or through its gases. This is stated in the latest legal pronouncement on the subject, contained in an opinion by United States Judge T. D. Johnson, relative to the smoke litigation in Salt Lake Valley, Utah. An editorial writer in *Chemical and Metallurgical Engineering* (New York) points out that, according to this decision, smelter smoke is not injurious to human health, nor to plant life unless the plants are clearly seen to be bleached out by the sulfur. The writer of the article will not admit that the mere sulfurous smell of the smoke constitutes a cause of complaint, and regards it as a monstrous doctrine that "a single irritable person" should be allowed to shut down a whole industry. The trouble is that sulfur usually irritates not one, but many. The editor says:

"An interesting swing of opinion regarding the real nature of smoke damage may be noted. Thus, the so-called Godfrey decree, which caused the abandonment of more than one smelting plant in that region and the installation of efficient dust-catching devices in the others, accepted the idea that certain plant and animal injury was due largely to compounds of sulfur and arsenic which condensed on particles of soot or other solid matter and settled with them to the ground. In this latest decree, however, the judge stipulates that the smelters shall so operate that the chimney gases shall be as free as possible of all solid matter 'except unconsumed carbon.' Evidently this is a recognition of the experimental demonstration that plant injury is caused by breathing dilute sulfurous acid gas into stomata or breathing pores of the foliage, there to be converted into sulfuric acid by the nascent oxygen and moisture. . . . . .

"On the basis, implied, if not express, that smoke damage in the vicinity of modernly equipped smelters is due solely to unduly high concentrations of sulfurous acid, the Court finds:



CHARACTER

THE secrets of the soul are published by the face. No one can deceive time, and no one can prevent time displaying character. Progress requires this safeguard.

The meeting of crises, the answers to adversity, the acceptance of victories, the appraisement of the present, the judgment of the past and preparation for the future, all enter into the structure of character. The habit of action based on conviction is character's strength.

Character holds a mighty position in commerce. Money is lent, credits given, undertakings started; more on character than on material resources.

Industries are ingrained with the characters of their founders and directors. Products partake of the character in kind, quality and design, of the men responsible for them. Even the personnel of organizations reflect the ambitions, ideals and methods of those who direct them.

Because public information concerning the character and activities of a business increases and enlarges its success, a powerful institution devotes its vast resources to the distribution of such information.

This institution is advertising. It has a great opportunity and a great responsibility. On it rests the sensitive task of carrying the character of a house and its wares to all consumers.

Advertising offers the vital first impression. It is the only point of contact a house may have with the great body of its consumers. It is building reputation; and reputation is of greater worth than all things else—save character.

Obviously, there can be no discussion as to the importance of advertising to industry. That is an established fact. It is important. It should be expressed and developed with a care worthy of its importance.

N. W. AYER & SON

ADVERTISING HEADQUARTERS

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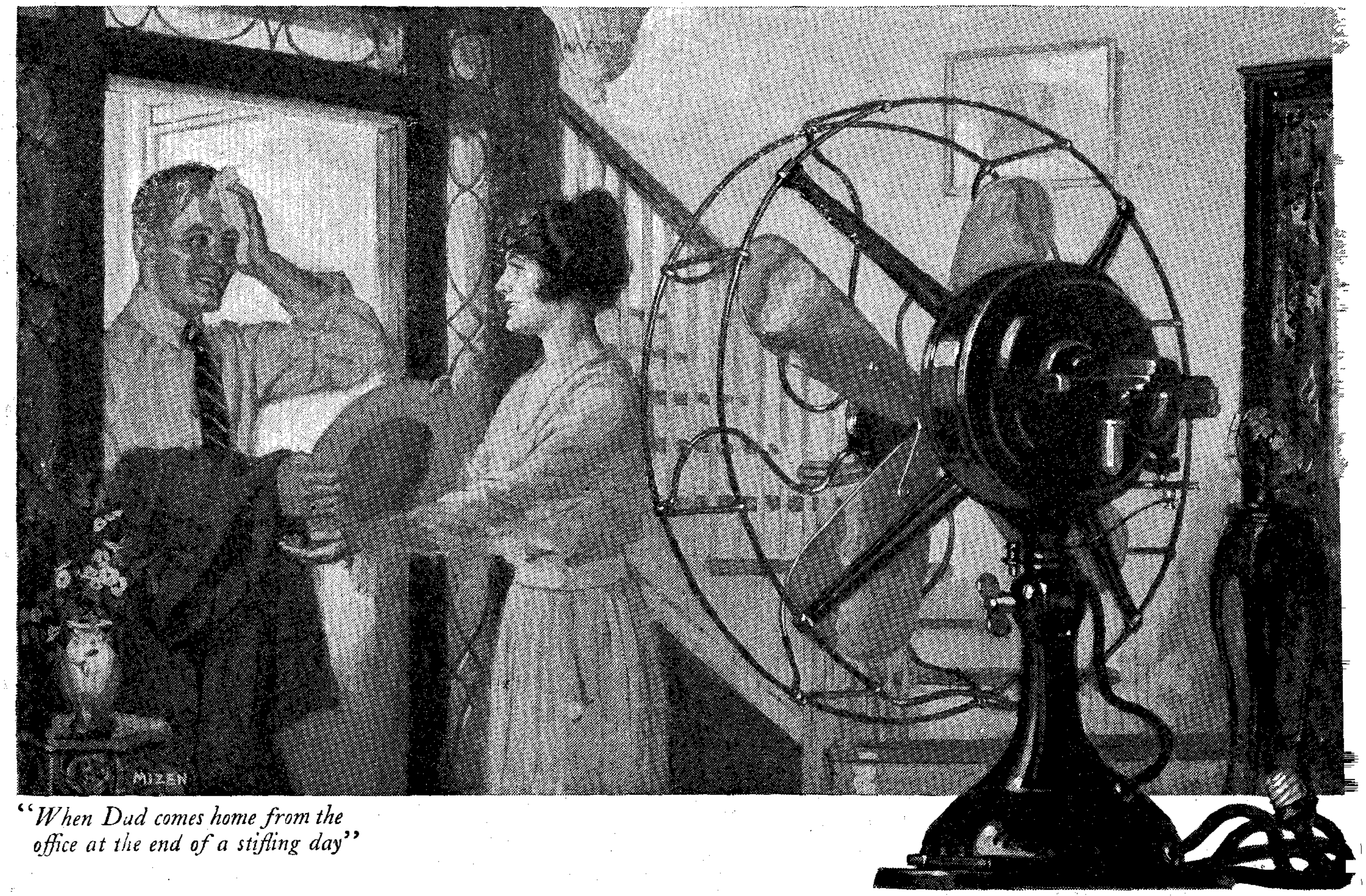


"When Dad comes home from the office at the end of a stifling day"

Its Refreshing Breezes Cool the Home

When the thermometer is in the 90's and there is not even the faintest whisper of a breeze outside—turn on a Robbins & Myers Fan and be refreshed by cooling currents of air.

When it is "too hot to cook" out in the kitchen, switch on the faithful producer of coolness—an R&M Fan—and watch the heat waves disappear.

And when Dad comes home from the office at the end of a stifling day—and the children are hot and tired from their play—greet them with a cool home, made cool and kept cool by Robbins & Myers Fans.

There isn't a room in the house but that will be comfortable on the hottest Summer's day if it has the benefit of a Robbins & Myers Fan.

Powered by Robbins & Myers Motors, the product of twenty-three years' experience and skill, these fans are dependable and economical—and just as necessary—in the home as in the office.

Look for the R&M flag—the sign of a breeze—on the guard of the fan you buy. It is all you need know about a fan.

The Robbins & Myers Co., Springfield, Ohio
For Twenty-three Years Makers of Quality Fans and Motors
Branches in All Principal Cities

Robbins & Myers Fans

Comfort in the Home

Comfort in the Store

Comfort in the Office

SCIENCE AND INVENTION

Continued

"First. That there is no so-called 'invisible injury' to vegetation; that plants to be injured must be definitely marked or bleached; and that the sulfur content of plants is not an index of injury.

"Secondly. That there is no injury to screening or wire fences because of the action of such gases as come from the smelters at Midvale and Murray.

"Thirdly. That there is no injury to animal life because of the operation of these plants.

"Fourthly. That there is no injury to health, except that resulting from nervous excitation and fearsome worries of supersensitive inhabitants. As a matter of fact, this mental condition seems to be prevalent among many so-called 'smoke farmers.' No solution of the smoke problem would be satisfactory to them short of absolute elimination of any smell of smoke. As a matter of fact the Judge remarks that this condition would probably effectively bar smoke damage upon plants, due to the extreme dispersion then existing; and is a consummation to be hoped for.

"It may fairly be said that the Court takes too narrow a view as to the law in this regard. If his idea should be carried to the extreme, that there shall be absolutely no nuisance to any one because of the operation of an industry, then no industry could survive. Even the street-cars could not run nor could railways operate because, surely, these utilities annoy some people. The 'balancing of inconveniences' has not been taken into account, and if the Court's view were to prevail, then logically a single irritable person might close an industry from which thousands of people gain livelihood. . . . . . .

"Twenty years ago we recognized that fume particles would cause damage in territory surrounding smelters, and in the intervening time we have discovered how to eliminate all solids, given the necessary incentive, by dust chamber, baghouse, and electrical precipitator. Little progress, however, has been made in abating the sulfur nuisance. One could on occasion build a smelter in a desert region, but straightway transportation and labor troubles cost more than smoke damage. Purchasing easements or title outright to near-by farms is a very expensive and not altogether sure alternative, as more than one manager can attest. Consequently the idea advanced long ago that sulfurous acid must be dispersed through high central chimneys and properly diluted by air before reaching the growing plants still remains valid, fortunately upheld by precise experimentation undertaken during the past few years.

"In fact, this remains the only practicable solution of the smoke problem now known. Various projects for neutralization have been suggested, and the production of elemental sulfur from sulfurous acid has been thoroughly investigated, but it is unlikely that these methods can be utilized. Sulfuric acid and liquid sulfurous acid are now manufactured at several smelters, but few of them are situated so that a considerable outside market can be served. An internal market for sulfur as a metallurgical reagent sounds like an attractive possibility, but on sober second thought it is seen to be only a palliative—smelters already have too much of it in their systems and eventually it must be eliminated in some way or other as a non-offensive or useful solid, liquid, or gas. That is exactly the problem which always must be met!"

WEALTH IN FOUNDRY SAND

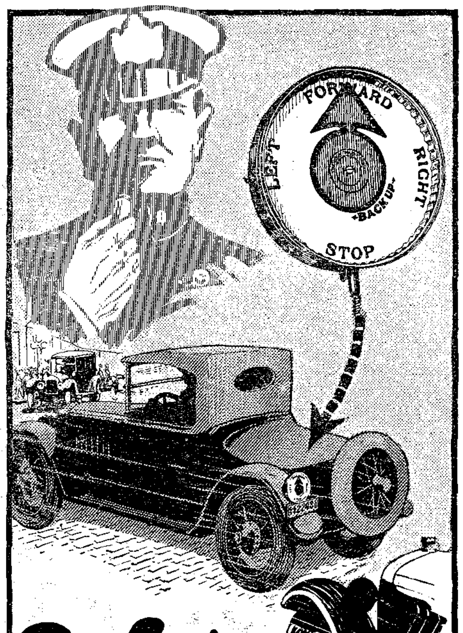
ENOUGH metal was found recently in three car-loads of foundry sand to pay for the whole lot. The metal included chain-slings, flask clamps, chillers, nails, air-chisels, wrenches, and almost every variety of metallic object used in a foundry. The salvage belonged to the buyer, and he is using the tools and has melted the rough iron in his cupola. However, he called upon the seller to view the collection of material found in the sand, and they estimated that its value was sufficient to pay for the sand and its handling. He who relates this tale, Mr. George H. Manlove, goes on to say, in *The Foundry* (Cleveland):

"As a result of this incident the foundryman who sold the sand has installed a magnetic separator through which all used sand is passed before reuse in the molding mixture or disposal as waste. Metal and usable accessories recovered repay many times the cost of operating the equipment. The new foundry, which profited from the metal found in its filing sand, gained its object-lesson early, and will have a separator as soon as one can be constructed.

"Magnetic attraction, which acts on iron and steel and does not affect sand, bricks, coke, and wood, is employed simply to catch the former and pass the latter. An efficient form of separator consists of a revolving screen that takes out all the sand, preparing it for further use, and passes larger material out its lower end on to a belt running slowly toward a large pulley over which the material cascades. This pulley is energized by an electromagnet, every part of its circumference being magnetic and exerting a strong attraction on all iron or steel passing over it. The coke, bricks, wood, and sand lumps fall directly downward into a wheelbarrow or bin; but the iron is held by the magnet until it has passed to the under side of the pulley. The belt gradually draws it away from the pulley face until gravity overcomes the weakening pull of the magnet, and the suspended iron drops into a chute that delivers it at one side.

"In some instances, notably where slag containing iron shot is to be disposed of, or where large pieces of metal which would damage the screen are likely to be encountered, a crusher is installed as the first unit of the system. This breaks up the slag and releases the shot, or calls attention to the large chunk of material which can be removed before it has opportunity to do any damage. These crushers are of the impact type by preference, as these do not suffer damage from the larger pieces of iron.

"Two installations by the Dings Magnetic Separator Company, Milwaukee, are of especial interest from their relatively large size and from the saving they have effected in foundry practise. One of these separators includes a hopper into which the crane grab-bucket dumps sand from the shaking-out floor, whence it passes to the revolving screen, which removes practically all the sand and breaks up the lumps of sand and cores. The sand falls directly to the floor ready for use in the new sand



Safety
— two factors that insure it

JUST as the Traffic Cop protects you on the corner—the WRIGHT Signal will protect you at all times. Day or night it is a positive direction indicator—it tells the driver in the rear just what you intend to do.

Accidents are Costly

Accidents that happen thru misunderstood directions frequently end up in court and lawsuits—probably someone is maimed for life. These can be avoided.

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For Increased Safety in Automobile Operation
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The Wright Traffic Signal Co.,
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Adding

Dalton
Dalton

Calculating

A Single Machine That Meets Every Figuring Need

The trend of business is towards simplification—instead of many machines for a single function, the ideal is a single machine for many functions.

This explains why business men—the village grocery man, as well as the corporation purchasing agent—are so generally adopting the Dalton.

The Dalton best meets the demand for this reason—it is a combined adding and calculating machine adapted to *every* figuring task.

It is as easy for the manufacturer's cost clerk to figure production costs on the Dalton as it is for the retailer to total sales slips.

The contractor and engineer find it as rapid and labor-saving for their complicated figuring as does the bookkeeper for taking a trial balance.

True simplicity has been attained in the Dalton—it has 10 keys only; 10 keys scientifically arranged, so that one hand covers them. No previous knowledge of adding or calculating machines, or long schooling is required—anyone can operate a Dalton immediately. Column selection is unnecessary — figures are automatically arranged in their correct numerical order by the machine itself.

The Dalton has exclusive touch method advantages, too. This faster, labor-saving figuring method can be learned on the Dalton in five minutes—the operator is enabled to keep eyes on the work, fingers on the keys. Tiresome, eye-straining movements to right and left are eliminated—greater accuracy is secured, 25 to 80 per cent more work can be completed in a day than is possible with ordinary adding and calculating equipment.

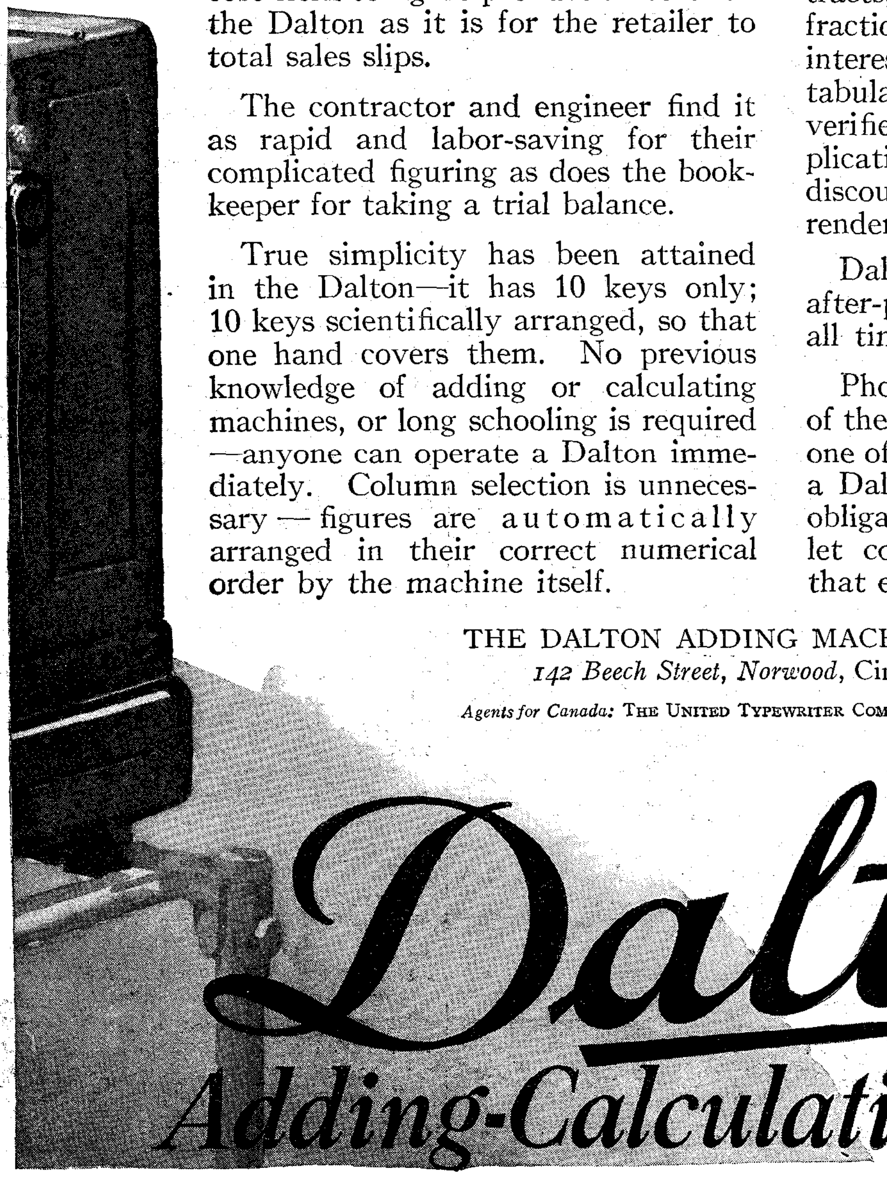
The Dalton meets every figuring need of every business. It adds, subtracts, multiplies, and divides, figures fractions and percentages, computes interest and discounts, crossfoots and tabulates, makes out statements and verifies invoices, making every multiplication and addition, figuring the discounts, printing the net total, and rendering a complete physical audit.

Dalton durability is established, and after-purchase service is available at all times to Dalton users everywhere.

Phone the Dalton Sales Agent in any of the 100 or more leading cities—have one of our representatives demonstrate a Dalton in your store or office. No obligation at all. Or write—our booklet contains facts about the Dalton that every business man should know.

THE DALTON ADDING MACHINE COMPANY
142 Beech Street, Norwood, Cincinnati, Ohio

Agents for Canada: THE UNITED TYPEWRITER COMPANY, *Toronto and Branches.*



Dalton

Adding-Calculating Machine

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BUILD A GARAGE?

If so, be sure to send for this interesting little book B73. It shows

THE STANLEY WORKS
GARAGE HARDWARE

as applied to eight different styles of garages. It also gives the floor plans of these garages.

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8
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They stick where you stick them. Printed on the toughest paper. Unlimited variety. Prompt delivery regardless of size of order. Send today for catalog.

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INVENTORS Who desire to secure patent should write for our guide book "HOW TO GET YOUR PATENT." Send model or sketch and description of your invention and we will give opinion of its patentable nature.
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ROUGH ON RATS

In three nights kills every one Use Rough on Rats mixed with food, rats and mice eat. Mix it with a different food each night, for three nights. Changing the kind of food fools those that are left. In three nights you get them all. Don't die in the house. At drug and general stores. Send for our booklet, "Ending Rats and Mice." Mailed free to you.
E. S. WELLS
Chemist
Jersey City, N.J.

SCIENCE AND INVENTION

Continued

mixture. Larger pieces pass out of the screen and along a conveyer belt to the magnetized pulley over which non-magnetic material passes directly, while the iron and steel is carried under the pulley and dropt into a chute which carries it to a tray at one side. This tray is fitted with hooks for the crane-slings and the accumulation is carried elsewhere for sorting. . . .

"The salvage consists of all the metallic articles that may be lost in a foundry floor, as well as the nails, chills, gagger-rods, and metal devices used in the molds. A surprizing quantity is reclaimed every week.

"Another large installation . . . is used in much the same way as the one just described, except that it is mounted on a car with standard-gage trucks and can be moved about the foundry. Shortly this plant is to be removed to one end of the foundry and placed on a foundation, the sand being carried to it by a crane. It then will be arranged to deliver the screened sand into an overhead hopper whence it can be loaded into trucks and carried away to be dumped."

An interesting phase of the use of these separators came some years ago, we are told, when a small portable machine was installed. The floor of the foundry had grown gradually by accretion until it was about two feet above grade. It was decided to remove the surplus, and mining operations were begun in one corner, all the sand being put through the separator. Nothing of a metallic nature used in a foundry was absent from the collection retrieved by this means. Says Mr. Manlove:

"So many nails were found that it gave a surplus sufficient for use over many months. A quantity of the surplus nails was forced on the melter, who reluctantly charged them into his furnace, and as a result spoiled his steel through the addition of too much phosphorus and sulfur. Eventually the nails were disposed of in regular practise.

"At present, with nails scarce and costing much more than in the past, the salvage of this one item is worth all it costs to clean all the sand, as sufficient new nails are almost unobtainable. The greater part come through sufficiently straight for immediate use, altho some must be straightened before they can be used. In the mining operation mentioned articles as large as match-plates were found imbedded in the sand. This is no reflection on the practise in the foundry, but simply one of the constant unpreventable losses met in every foundry where the sand is not all screened and separated.

"In some plants the floors are cleaned down to grade from time to time, and the sand riddled by hand. This is a laborious process well-nigh impossible with labor as scarce and costly as it is at present. The screen and magnetic separator reclaim all the losses and can be operated by one man.

"The Allis-Chalmers Manufacturing Company, Milwaukee, for some years has employed a reclamation system in which the screen unit is mounted at a sufficient height, so that an ordinary railway-car may be run underneath to convey reclaimed sand back to the mixing floor. The heavier material is passed over a separator and the refuse is caught directly in a large bucket which may be picked up by the crane and removed.

"A variation of the impact pulverizer to break up lumps before passing the sand into the screen requires a ball mill, of a type used in mining practise, which has given excellent results in some of the larger installations."

GETTING READY FOR THE GASOLINE FAMINE

WILL motor-cars survive dollar-a-gallon gasoline? Only a few would be able to hold their own without some change of conditions. There will be new engines and new fuels. Already the latter are coming in by degrees. Kerosene and alcohol are used to-day with gasoline in motors, by motorists who think they are using their gasoline straight. It may one day be straight kerosene or straight alcohol, and the heavier oils, such as are burned in the Diesel engine, may have their innings, too, when that form of motor has been made light enough for use in the automobile. Invention usually keeps pace with need, and the new fuels and modified engines that we must have we shall doubtless see when the pressure of necessity is brought to bear. Even as it looms large in the distance, our inventors and manufacturers are taking their first steps. Says Foster Ware in an article contributed to *The Evening Post* (New York):

"By all the signs the gasoline age is drawing to a close. If the government experts of the Geological Survey are correct in their estimates, the present generation of motorists will live to see the day when the last drop of petroleum has been drawn from the wells. Forty per cent. of the country's oil-supply has already been used up, say the geologists, and at the present rate of consumption the reserves yet to be tapped will not last much beyond the year 1940.

"Long before that day arrives the price of gasoline is expected to soar to such dizzy heights that the use of it as a fuel by the general run of motorists will be out of the question. Many believe that the soaring process has begun. Forty-cent gasoline in some localities is already here, and gas at a dollar a gallon is being talked of as by no means an impossibility before the end of the present season.

"What will happen when gas goes to a dollar is still a matter of conjecture, but it is safe to say that many a man who now feels the pinch of the high cost of fuel would be forced to give up motoring entirely, while thousands of others would reduce their use of the motor-car to a minimum.

"Just now there is much talk of extracting petroleum from the oil-shales of the Rocky Mountains. That is one source that has never been tapped because until now it was easier, therefore less expensive, to get oil elsewhere. But the oil-shales of the Rockies are probably not sufficient in themselves to solve the problem. Unless some as yet undiscovered source of supply is dug up the prospect is that the present oil shortage will continue to grow worse, and that the prediction of the geologists will, in fact, come true.

"Nevertheless, there are those who believe that the automobile industry is not threatened with extinction, and that even

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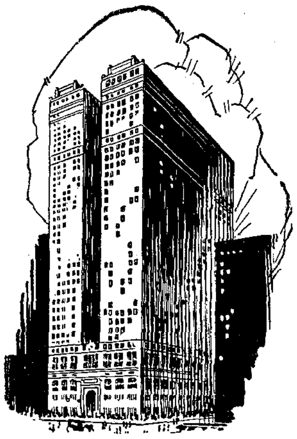

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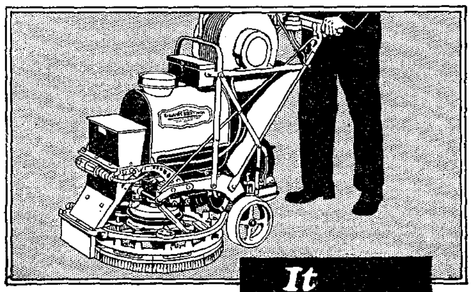

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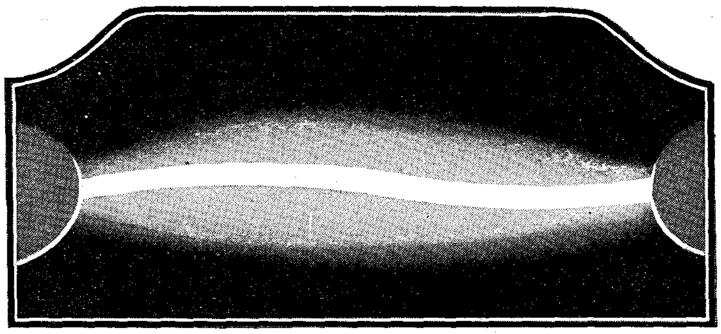

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6. *how much did gas used to cost?*
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7. *how much is it now?*
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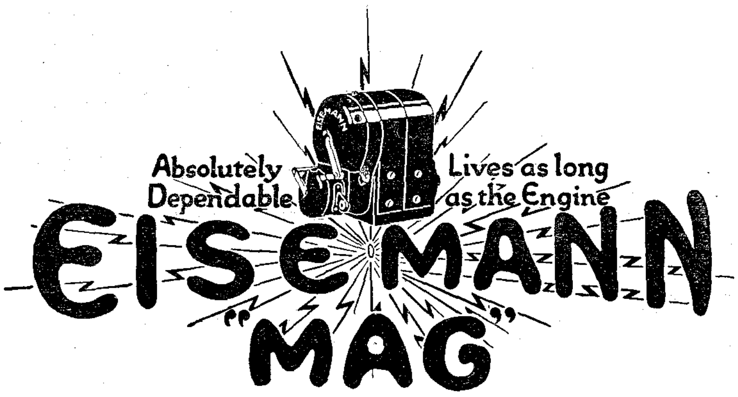
8. *does a "mag" save gas?*
you bet it does

9. *how?*
gets all the power out of every drop

10. *under what conditions?*
any and all

(to be continued)



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if the oil-supply is exhausted it will not mean the end of the so-called gas-engine Among these is Prof. Charles E. Lucke, head of the department of mechanical engineering of Columbia University, who believes that in default of relief at the hands of the geologists the problem of our future motor-fuel supply is in a fair way to be solved by mechanical or some other means.

"Dr. Lucke, it may be recalled, was the man who, fifteen years ago, conducted a series of tests for the Department of Agriculture to determine the utility of denatured alcohol as a substitute fuel in internal-combustion engines. Congress, in a fit of alarm over the fuel situation existing at that time, had rushed through the famous Denatured Alcohol Law, which was designed to bring relief to the farmer and the hard-prest motorist generally.

"What actually happened after the law went into effect is another story. The farmers were frankly skeptical. Even after Dr. Lucke's investigations had proved conclusively that the new fuel could be substituted for gasoline in almost every type of internal-combustion engine, users of gas-engines for some reason never took kindly to it. For one thing, the ten-cents-a-gallon product failed to materialize. The cheapest denatured alcohol that ever found its way to market was offered at forty to fifty cents a gallon in barrel lots—and that was about all the relief that Congress succeeded in bringing.

"In the present crisis, Dr. Lucke sees at least three distinct processes at work which promise to bring a measure of relief in the more or less immediate future and which in time may be counted upon to solve the motor-fuel problem for good and all.

"As he outlined them the other day when asked for his views on the present situation, the three processes are these:

"1. Introduction of heating devices which make possible the use of gasoline and kerosene mixed, or straight kerosene, in existing types of engines.

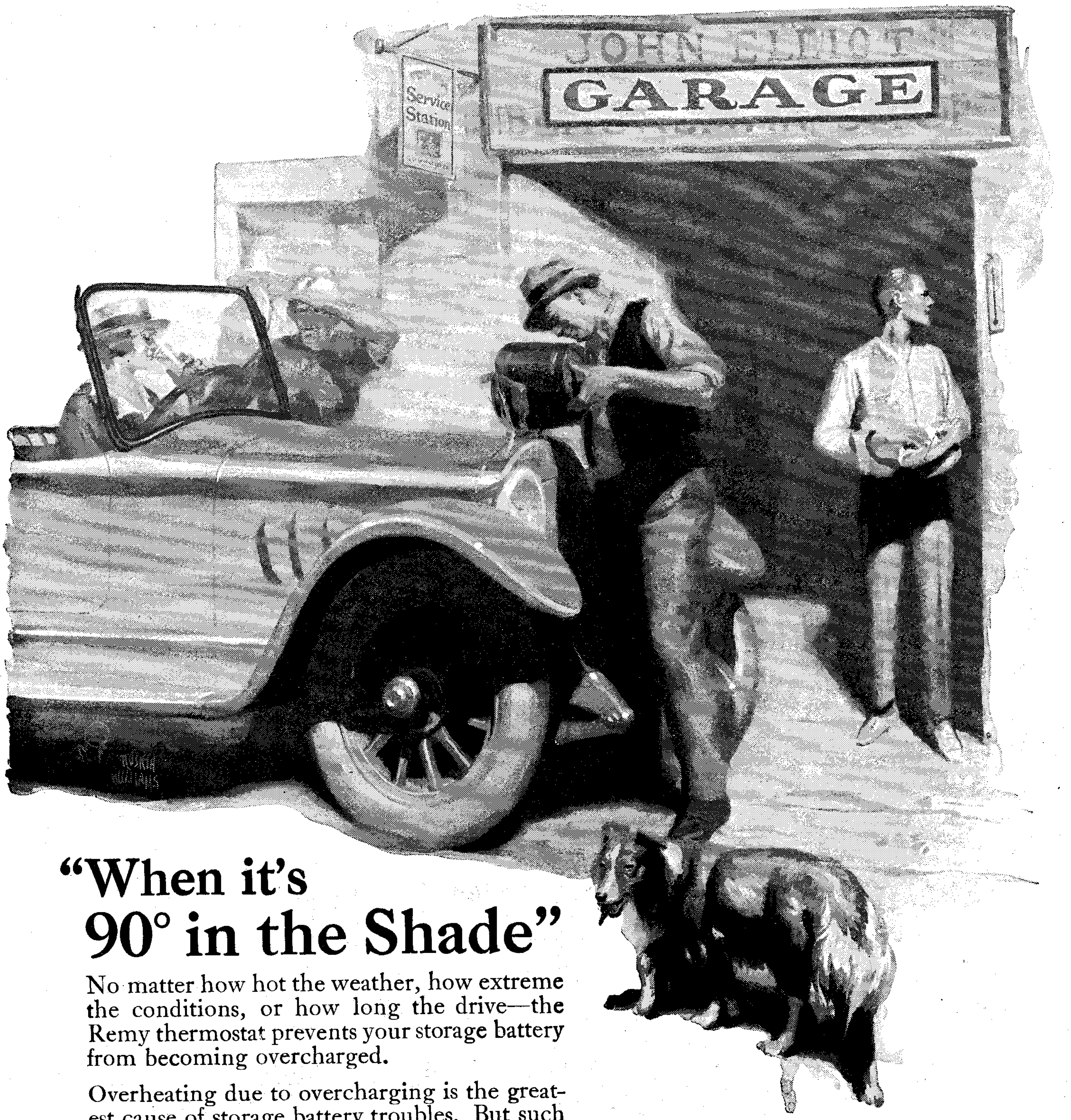
"2. Development of a new type of engine which can be run on any oil.

"3. Large-scale production of new fuels such as benzol and denatured alcohol which can be used as supplementary fuels to gasoline.

"'In addition to all these,' explained Dr. Lucke, 'I believe a great deal could be accomplished through laws forbidding the use of petroleum in cases where other fuels will do just as well. In a large number of cases where oil is now being used the same work could be done just as well by coal and it would seem as if the time had come to require by law that coal be the fuel in all such cases, as a means of conserving our oil supply.

"'Now as to the mechanical problem. One of the reasons why gas is high is that the demand for the light distillates of petroleum has outgrown the supply. As we all know, gasoline is the first product derived from crude petroleum in the process of refining. After gasoline comes kerosene. For every barrel of pure gasoline boiled off there are approximately two barrels of kerosene. Thus, if a way could be found to make use of the kerosene as well as the gasoline we would be increasing by so much the available supply of automobile fuel.'"

The average motorist may not per-



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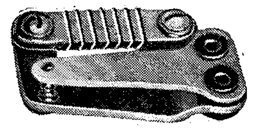

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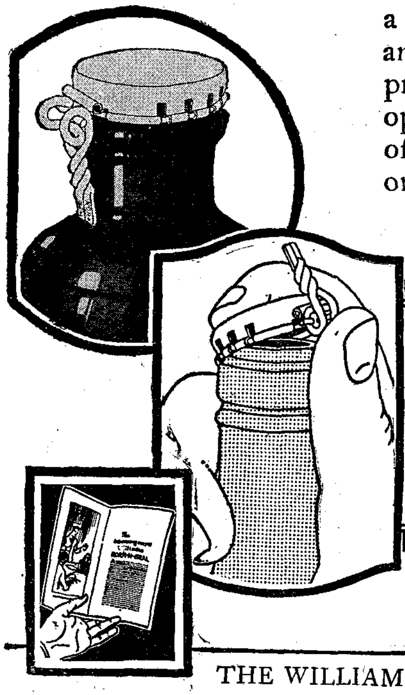

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SCIENCE AND INVENTION
Continued

haps be aware of it, Professor Lucke says, but this is exactly what is being done now. The gasoline which he buys for thirty-five or thirty-seven cents a gallon is a combination of gasoline and kerosene, in about three to one proportions. The only trouble with it is that when the engine is cold there is danger of the mixture separating. This is being corrected by heating devices. More and more cars are installing these, and there are already several devices on the market which can be installed in old cars that were built before the need arose. To heat the mixture is comparatively simple. It is even possible to run a car on straight kerosene, with the aid of a heater to get things started. He goes on in substance:

"Now we come to the second point, the development of an entirely new type of automobile engine. It is not at all impossible that the future will see the successful development of a light, powerful gas-engine, suitable for automobiles, modeled on the lines of the heavy-oil injection or high-compression engines that are now being used in submarines and other larger motor-driven ships. Up to the present no such engine has been developed. Those in use are too heavy to be adapted to the automobile.

"The great advantage of such an engine would be its enormous saving in fuel. The injection engine requires no carbureter and no spark. It is operated on compress air, into which fuel-oil is sprayed at the proper time. In the large-scale high-compression engines now in use the consumption of fuel is about one-half of what it is in the gasoline-engine at full load, and one-third to one-quarter when throttled down for a light load, as is usual in automobile travel.

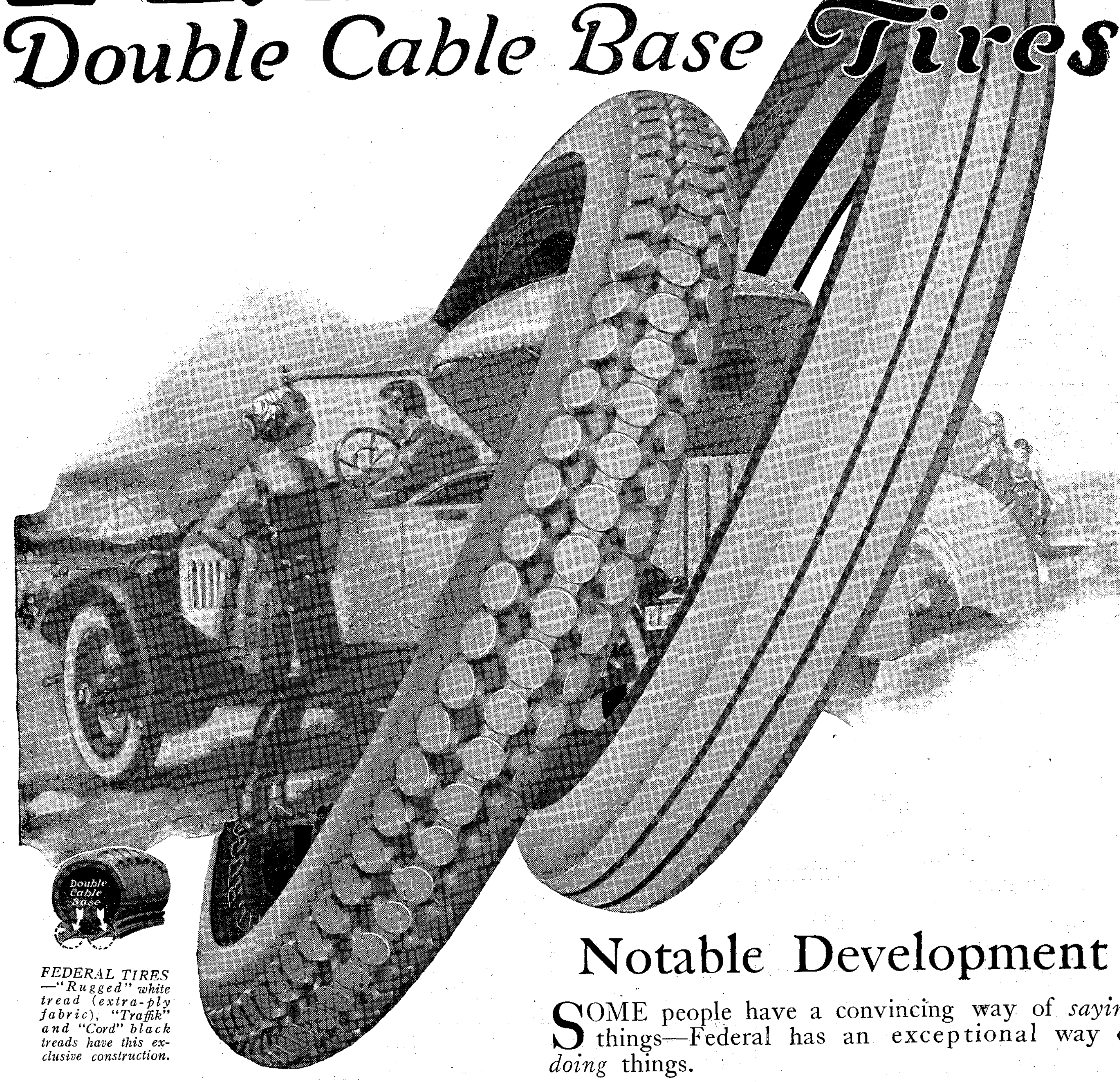
"As to the third point—development of new fuels—there is at present no sign of any fuel offering immediate promise of relief. The two fuels that come nearest to meeting the requirements are alcohol and benzol. We can get benzol by distilling coal-tar, a by-product of all coal-gas plants and by-product coke ovens. But there is not enough benzol being produced, and probably never will be enough produced, to take the place of gasoline.

"With alcohol the case is quite different. Alcohol can be made from any plant bearing sugar or starch. Thus the possibilities of an alcohol supply are almost unlimited. At present alcohol in considerable quantities is being made from molasses. But there are other raw materials from which it could be made.

"The point is that the world, with its oil supply cut off, could produce all the motor-fuel it wanted by cultivating in the tropical jungles the sugar-cane or any other crop producing large quantities of sugar or starch without using any present food crops. It would be comparatively easy to do this. The crop could be concentrated on the spot and pulp or juices shipped in the raw state to other parts of the world for fermentation and refinement, or it might be fermented and distilled in the tropics and distributed ready to use from the source of supply—whichever method proved the more economical at the time.

FEDERAL

Double Cable Base Tires



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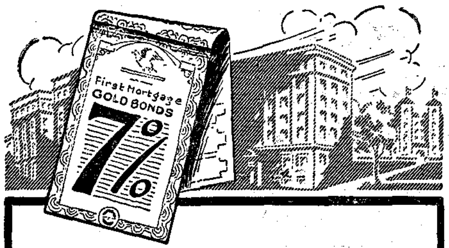

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INVESTMENTS ◆ AND ◆ FINANCE

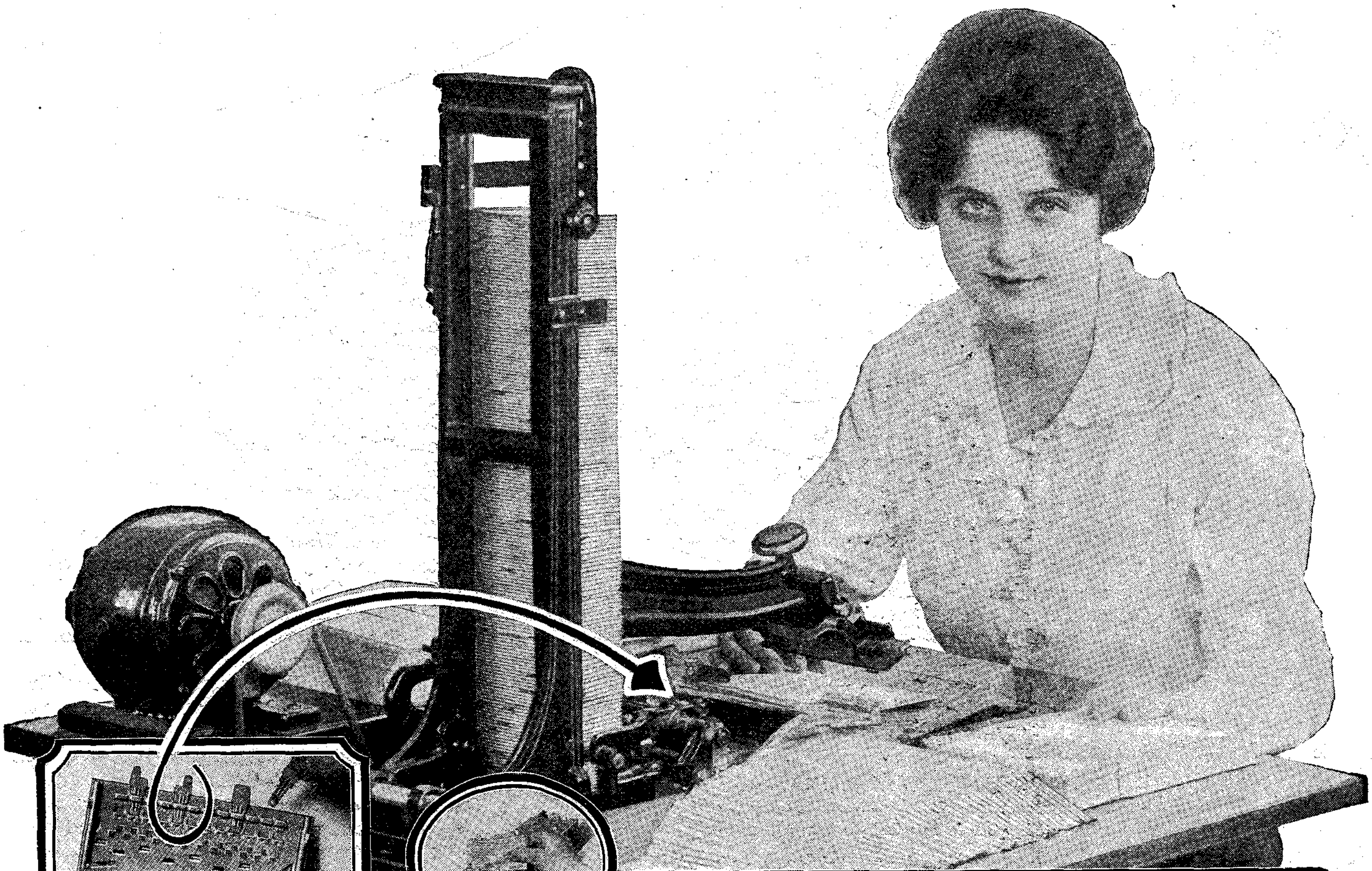
WHAT THE WOMAN IN THE BANK THINKS OF THE BANK AS A PLACE FOR WOMEN

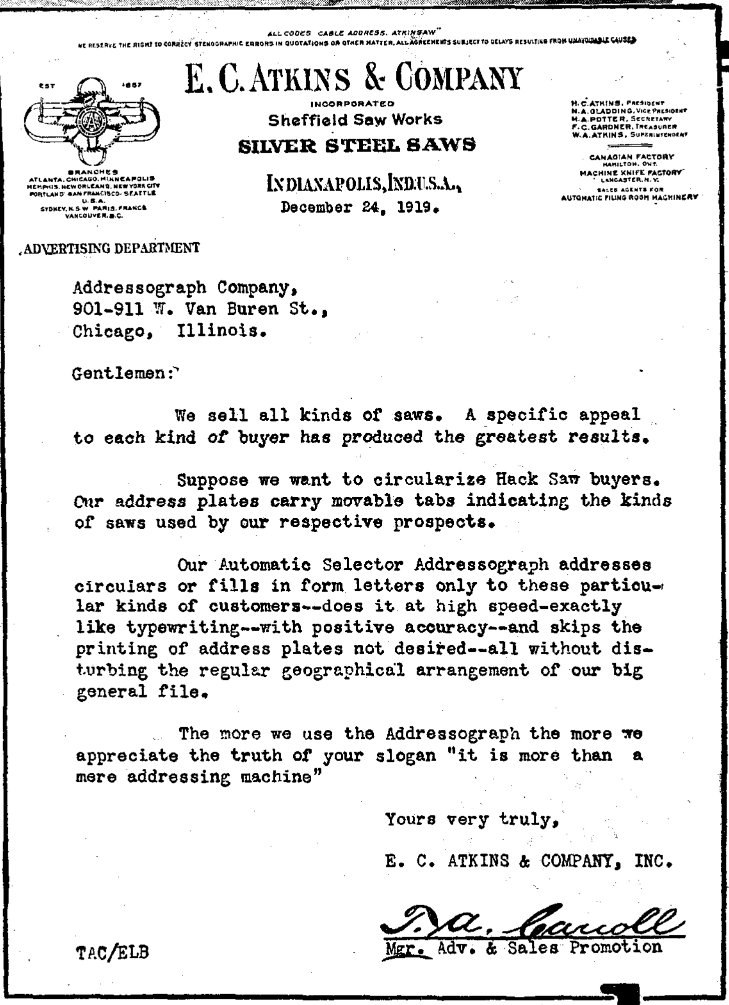
A FEW months ago *The Commercial and Financial Chronicle* printed an editorial which asserted that altho women have gone into the banking business almost in droves since the beginning of the war and have made good there, nevertheless it would be better for the women themselves and for the community in general if they left the banking business to the once dominant sex. It seemed to the editor of this important financial organ that women should not in their new business opportunities lose sight of their function as mothers of the race and as a refining influence on fathers, husbands, sons, and sweethearts. The editor also made the point that very few women could expect to go to the top in banking and that, therefore, the profession really opens no future to them. Since this article was printed and since it appeared in quotation in our columns on March 13, several women bank-workers have raised their voices in protest. *The Independent Woman*, organ of the National Federation of Business and Professional Women's Clubs, takes up the phrase, "the work opens no future to the girl," and calls the attention of its writer to the following women who have established themselves definitely in high places in the banking world: Mrs. G. W. Adams, vice-president of the Liberty Bank, Waco, Texas; Miss Clara F. Porter, assistant secretary of the Guaranty Trust Company, New York City; Mrs. Orra E. Carroll, trust officer of the Commercial Trust Company, Little Rock, Ark.; Miss Virginia D. H. Furman, assistant secretary of the Columbia Trust Company, New York City; and Miss Adele H. Kirby, assistant secretary and assistant treasurer of the Plainfield Trust Company, Plainfield, N. J. This paper proceeds to quote comments of several women bank-workers on the *Chronicle* editorial. Miss Beatrice E. Carr, of Robinson & Co., is a bit satirical. She thinks that all the obstacles to woman's upward climb in banking apply also to men. She notes the *Chronicle's* fear that woman's refining influence would be impaired by going into work which could be done with less waste by men. It seems to her "that the 'refining influence,'" which the *Chronicle* writer is so anxious to observe, "can be exercised in a bank just as well as at a matinée or a bridge party; and if it is a waste for the college woman to go into business, thereby, presumably, impairing her prospects of matrimony and motherhood, it is equally a waste, and equally undesirable for the 'girl stenographer'—the employment of whom the writer seems to view with equanimity." Miss Carr confesses her frank belief that "the whole thing" looks "like an attempt on the part of the men to keep us out of the positions they think worth while, by frightening us with the statement that never, never, never, shall we be able in banking to attain the heights." Mrs. Orra E. Carroll, of the Commercial Trust Company of Little Rock, Ark., believes that the future is brighter than ever before for the woman bank-worker "because of the scarcity of bank clerks all over the country and the fact that the banks seem willing to give the women opportunities never given them before." Miss Florence Spencer, of the New York Federal Reserve Bank, concludes her discussion of the *Chronicle* editorial by asking and answering two pertinent questions:

> (1) Have women failed in the banking business? Answer: Women have made good in every technical department in the largest banks in New York City. This statement can be supported over and over again by both men and women qualified to make it. (2) Is there a future for women in this calling? Answer: Absolutely, yes! But not until banking, that last stronghold of conservatism, yields to the pressure of modern life and the undeniable fact that woman, with her capabilities for sound thinking and her wide executive capacity, can understand as completely, and advance as securely and as far, in the banking business as in any other to which she has given her serious attention, and in which she has been given any real opportunity. This statement also is well supported by those familiar with the present situation confronting women in banking. After discovering her capable of mastering banking technically the door has been very firmly closed against her, and not until the Chinese wall erected by the bankers themselves around this very interesting field of labor is obliged to crumble through the force of advancing public opinion will real opportunity and place be given her in this field.

The article in *The Commercial and Financial Chronicle* attracted the attention of Miss Eugenia Wallace, Employment Director of the Central Y. W. C. A. in New York, and she was led to write a letter, which *The Chronicle* publishes, in which she goes into considerable detail to show that the banking business is an eminently fit one for women, that women are succeeding in it, that it holds out a real future for them, and that society loses nothing by their employment:

> The beginning of the war found few women (other than stenographers or telephone operators) in the banks and trust companies. Then came the problem of a diminishing supply of men and the





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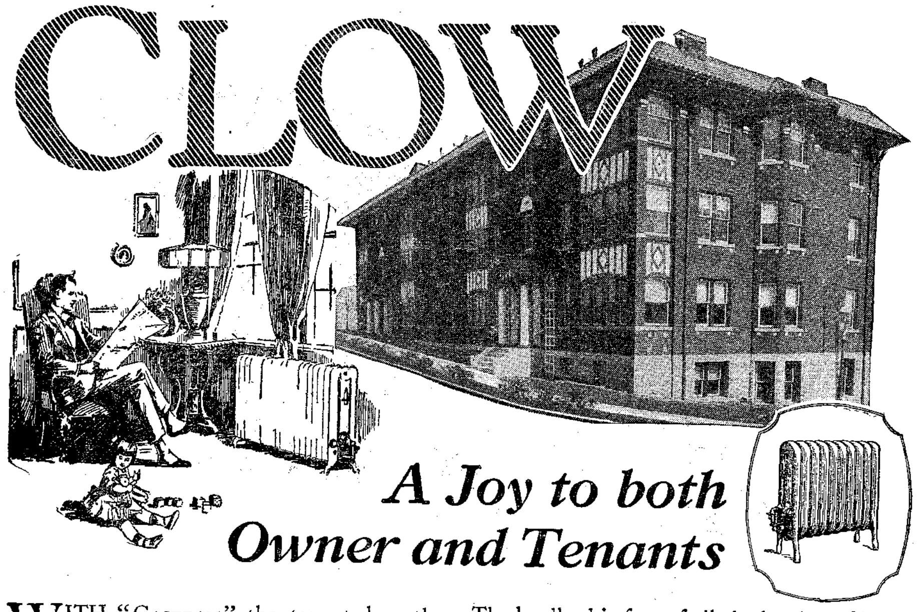

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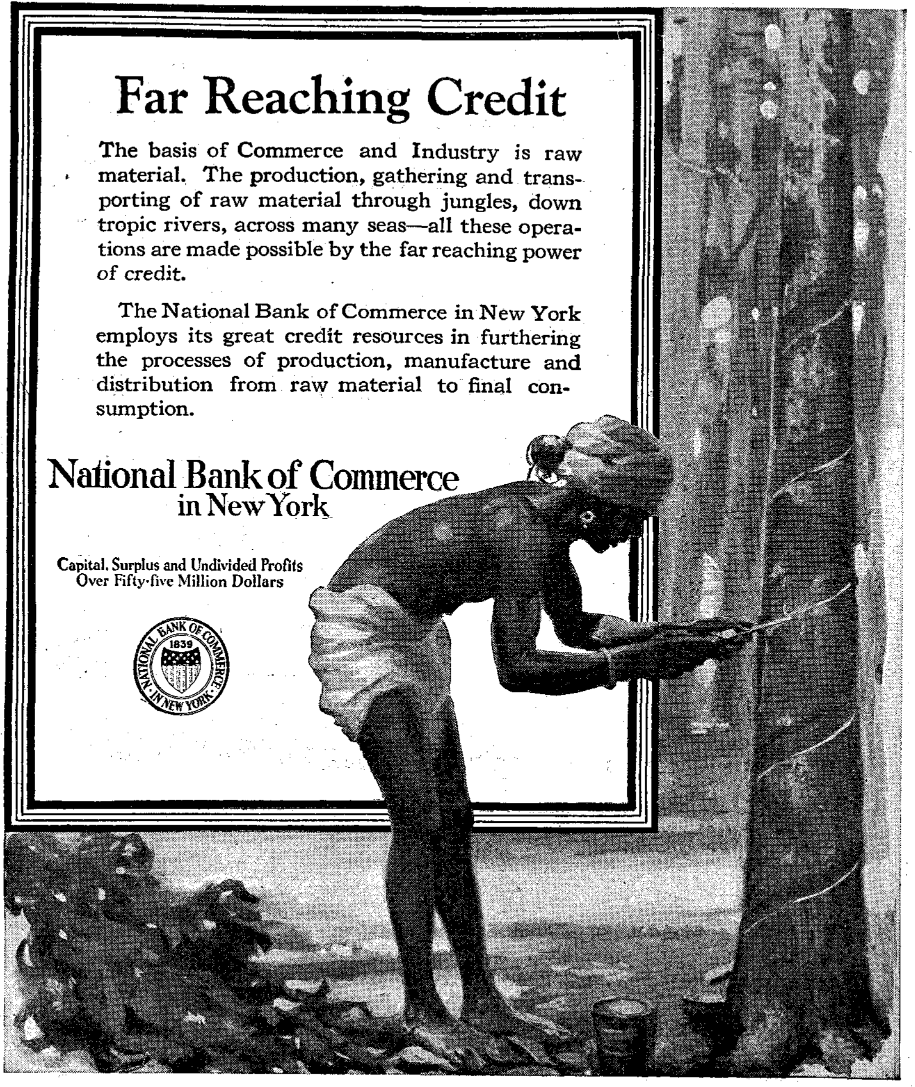

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The National Bank of Commerce in New York employs its great credit resources in furthering the processes of production, manufacture and distribution from raw material to final consumption.

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Capital, Surplus and Undivided Profits
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INVESTMENTS AND FINANCE
Continued

double (and often triple) amount of work caused by the demands of war-finance and the necessity of floating foreign securities There was nothing to do but admit women —they were knocking at every door—to the smaller places. Young men (still unseasoned) were promoted to places of responsibility and women, often two for every one, put in their places. In this country the close of the war found, in the great New York banks, as many women as the entire banking force had numbered in 1914. The Guaranty Trust Company had enrolled six hundred or more, while the Federal Reserve Bank and the National City Bank almost doubled that number In Europe the story was the same. In her "Women Wanted" Mabel Potter Daggett tells the story—700 in the Bank of France, 1,200 in the Crédit Lyonnais; 900 in the London & Southwestern Bank, while 2,600 of the 3,000 employees of the London, City & Midland Bank were women.

One naturally asks what positions these women were put into and how they were trained. As a department head and later employment manager for women at the Guaranty Trust Company, I belonged to an organization of bank personnel workers who found that our experiences and problems were very much the same; therefore, one will serve as an illustration.

Comparatively few of these pioneers were trained in banking—that is obvious—but there were trained stenographers, filing clerks, librarians, etc., to be had, and they, the latter especially, fitted admirably into the various subdivisions of bank work. Young teachers and college graduates of good academic standing were employed in large numbers, and a few "home women" of good minds and convincing personality.

At first they were put into filing positions (there are no better business schools) and kept there for one or two years or more. Then the pressure came. A few of many illustrations will show how the work grew.

In 1914 the bond filing department employed three women as file clerks. The sales records were kept by a group of embryo salesmen, but the results were so distressing that the management reluctantly consented to let the women handle the work. We employed an insurance clerk and a young librarian to straighten them out, and after three months were told that the entire bond department was grateful for the change. In the years that followed one mistake (only one) passed those girls. The department now numbers over twenty, many of them young college women who have specialized in mathematics or statistics. The head of the department is being sent from one out-of-town office to another to install the system, which necessitates, not only mathematical accuracy, but such unfeminine knowledge as the differences between securities, "yield and interest," fractional credit points, etc. In spite of this the second year of peace finds only women in this formerly masculine department.

The libraries of the city were combed for trained librarians. A department of one grew to a department of twenty-four, made up of librarians, college girls, and clerks. Spanish, Portuguese, Italian, and French were necessary for the cataloging and the researches. As early as 1914 we began to hammer at the door of the statistical department in behalf of women, even offering college graduates as unpaid apprentices, if only opportunities were iven. Not until the pressure of war made t absolutely necessary was a woman ad-nitted—on three months' trial. After one nonth she was proclaimed an out and out tatistician and (*sotto voce*) "even better han some of the men." Not only has the econd year of the war found the library orce still entirely feminine, but, what is erhaps more significant, the statistical lepartment has never since been entirely nasculine, several women having invaded ts precincts. (The National Bank of ommerce, of New York, went so far as o make a woman its head statistician.)

A Wellesley alumna entered the bank in clerical capacity, but soon displayed uch a gift for writing that she was pro-noted to the Publicity Department—the irst woman to edit the bank's well-known rochures on foreign loans and other anking matters. This promotion led to nother, for she was made the first woman ditor of *The Guaranty News*, and her irst issue was considered so good that ifty thousand copies were issued and nailed to leading financial institutions hroughout the country.

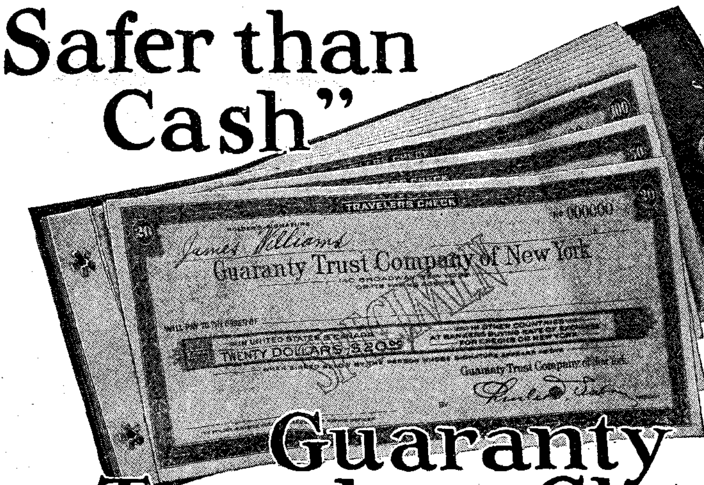
An interesting thing happened in con-ection with the educational work. The lasses in investments were not open to vomen, tho the women clamored for ad-nission. The educational director offered o furnish a group of enthusiastic college irls the printed reports of each lecture. When the day of final examinations ar-ived he was astonished to have six girls nter and ask to take the examinations, ltho they had not had the advantage of liscussions, etc. When the honor-roll was ssued five girls and one man were at the very top of the list, and the sixth only half-way down—at ninety-four, to be exact. The generous director gave the matter full ublicity, and next year all classes were pened to women.

But Guaranty women did not shine lone. To quote Mrs. Daggett again: 'Over in France, at Bordeaux and at Nancy, n both cities the first-class graduating rom the High School of Commerce, after he admission of women, had a woman eading in the examinations. In the same year (1916) a girl had carried off the first honors in the historic Gilbart Banking Lectures in London."

Such illustrations could be given in-definitely. A few will suffice, but this confession must be made—all departments did not prove equally successful. Where selections were hurriedly and carelessly made the women were not always satis-factory, and it was finally decided that women must be selected. This experience was being repeated everywhere. A Federal Reserve officer in the old South summed it up in a few words—"We found that to get the best results from an army of women we must have a woman com-mander." It should be kept in mind that where women have failed in banks the management has also failed—in its under-standing of human nature, of group man-agement, of fair play.

There is another reason for the reported failure of women as bankers, and their demobilization after the war, and that is the fact that in many cases they were of poorer mental quality than the men and were never intended to be permanent assets of the bank. During the war a survey was made of "Women in Banking" in the city of Minneapolis. The figures

"Safer than Cash"



Guaranty Travelers Checks

SAFER THAN CASH, more convenient than a check book, and as readily accepted as money—everywhere—are GUARANTY TRAVELERS CHECKS. They are furnished in compact, durable wallets, convenient to carry and neat in appearance, and can be cashed in denominations of from $10 to $100, as your needs require.

Take GUARANTY TRAVELERS CHECKS on your vacation—on your motor tours—on your business trips—in the United States or abroad.

Get them at your bank—cost only 50 cents per $100

Guaranty Trust Company of New York

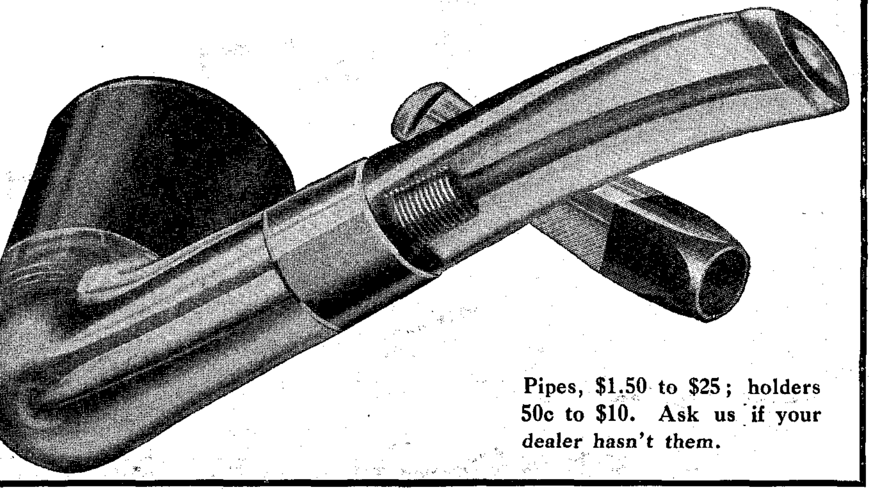
NEW YORK LONDON LIVERPOOL PARIS HAVRE BRUSSELS

Capital & Surplus $50,000,000 Resources over $800,000,000

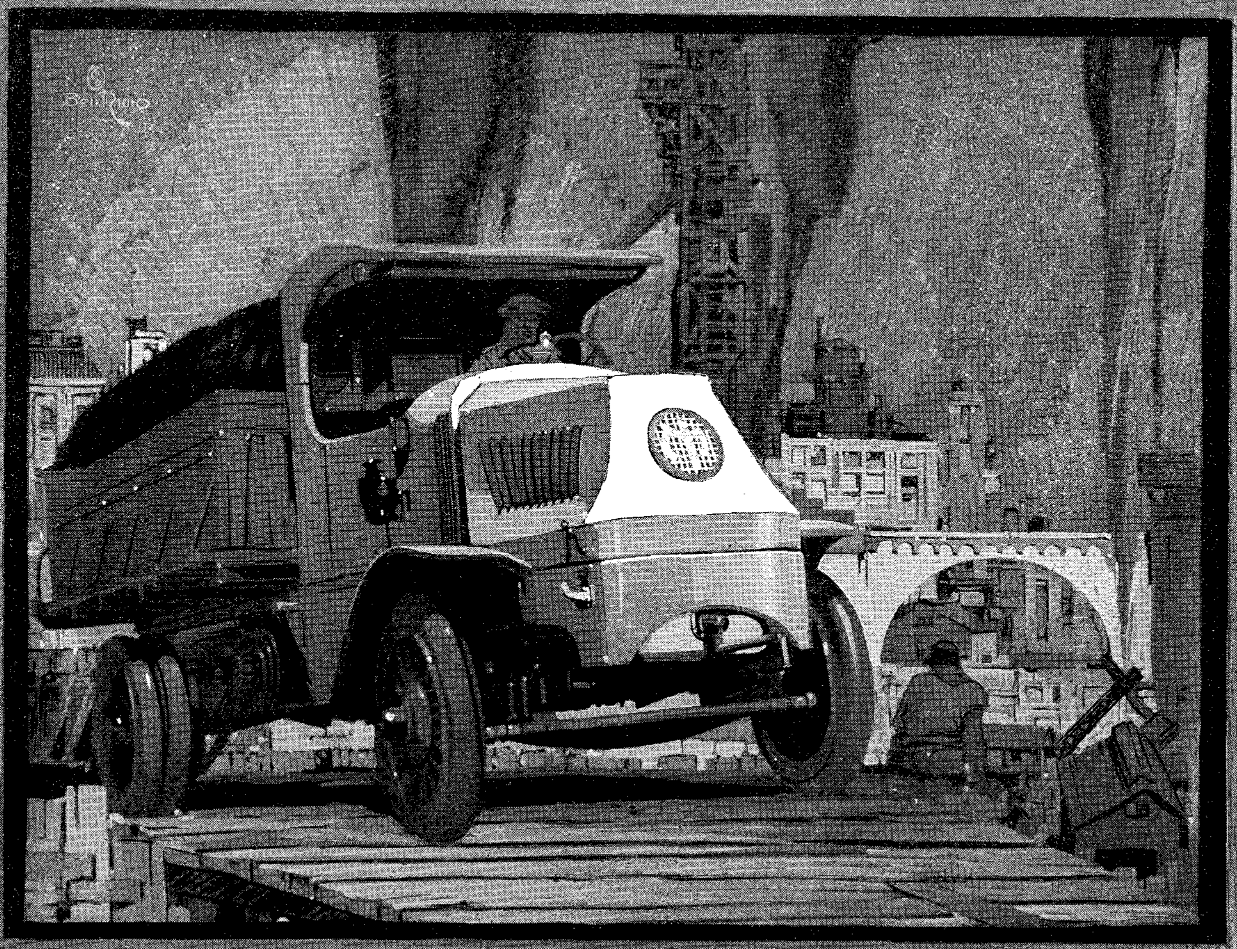
REDMANOL
REG. U.S. PAT. OFF
The Perfect Mouthpiece

FOR idle hours in vacation time: a pipe with a REDMANOL bit. Having all of amber's beauty, REDMANOL is stronger. Always it keeps its golden sparkle. And you will find among the limitless variety of shapes and styles, hand-cut by expert workmen, a pipe or holder for every taste and purse.

REDMANOL CHEMICAL PRODUCTS COMPANY
636 W. 22nd St. *Dep't 68* CHICAGO, U. S. A.



Pipes, $1.50 to $25; holders 50c to $10. Ask us if your dealer hasn't them.



Dangerous - *but Mack did it!*

34 round trips daily, backing its load down a dangerous 15% grade and dumping into a 30 foot excavation, was a braking performance that could not be duplicated by any other truck in the contractor's fleet.

MACK service brakes are fifteen inches in diameter and three inches wide, operating on the driving sprocket. The emergency brakes are twenty inches in diameter and three and a half inches wide, the drums being bolted to every spoke of the rear wheels. Each set is amply air-cooled and hand adjustable.

Mack Engineering features combined with 18 basic *Mack* patents have developed the Motor Truck the world is talking about.

Capacities 1½ to 7½ tons. Tractors to 15 tons.

Full Information Upon Request

INTERNATIONAL MOTOR COMPANY, NEW YORK

Mack TRUCKS

"PERFORMANCE COUNTS"

INVESTMENTS AND FINANCE

Continued

were given by the banks themselves. Of the 570 women employed, 319 were under twenty-four years of age, and only forty-three were paid $25 a week or over. The following statements, quoted from the report, should be carefully analyzed.

"These girls received an average weekly wage of $12.51, while men had received an average wage of $16.73—working the same hours."

"One man paid $25 a week was replaced by two girls paid $11 a week, and another receiving $24 was replaced by two girls each paid $13.75 a week."

"Six girls at $13.29 have replaced five men at $20, a total weekly wage for women of $79.41 as compared with $100 for the five men who averaged forty-six hours a week, where the six girls averaged forty-eight hours a week"—more time for the girls, but the same work accomplished, at a saving to the bank of over $82 a month. To those who knew the labor situation and war-prices (living expenses as well as salaries) further comment is unnecessary.

Undoubtedly it may be said that some "little girls" and women of poor mentality and inadequate education have failed in banks, just as such men would have failed had the banks ever been driven by war-pressure to take them in. That able women have not failed is amply proved by the number of successful women in every big bank in New York City. In the West women have for some time been officers of banks. Before the war was even dreamed of a clever New Jersey woman, Miss Adele H. Kirby, had become assistant secretary and assistant treasurer of the Plainfield Trust Company. In the second year of peace the Guaranty Trust Company, of New York, has appointed Miss Clara Porter its first woman officer, an honor that she has won through sheer ability and a record of hard work and constant success. Miss Mary O'Toole is a director of a bank in the nation's capital; but the list is too long to quote in a short article. We must, however, agree with the author of the *Chronicle* article "that no banker employing women has a thought of finding a successor to himself in any such employee," but must remind him that the day of unexpected things is upon us.

Is there a future for women in the banking business? This is only part of the larger question, "Is there a future for women in business?" The women of America will answer that question, and who can doubt what the answer will be? Because the key-note of banking is service and its methods are—or should be—economy and system, it will make a strong appeal to women, who are even now beginning to train seriously for the profession, through the study of economics, statistics, etc., in the colleges, and in the American Institute of Banking, which has opened its doors to women and enrolled over two hundred as students.

True, banking is clean, honest work. The Minneapolis report says: "The conditions of employment are, for the majority of women workers, excellent." But the author of the *Chronicle* article warns of the debasing influences at work in society to-day, and argues that women's "refining force" requires for its highest development "a leisure which bread-winning toil does not permit." I can speak only from my own experience—contact with thousands of bread-winning women during years of happy toil—to say that, leaving very young girls out of the question, no true woman loses her "refining force" through self-respecting work or contact with the majority of American business men. On the contrary, women are an influence for good, almost invariably an uplifting influence, in every office to which they are admitted, and there can be no doubt whatever that if world contacts make better and more intelligent citizens of men they will have the same effect upon women.

In printing this letter *The Commercial and Financial Chronicle* makes the following comment—

> So far from having said that the experiment of taking women into banks had failed we said the exact opposite. In paragraph after paragraph we showed that the experiment had proved a prodigious success, and because it had been so successful it seemed to us important that its remoter bearing should not be overlooked. The article was devoted to discussing the social aspects of the change. It seemed to us that in the new opportunities that opened to them women should not lose sight of that other function which will ever be the highest prerogative of womanhood.

OUR SUGAR SUPPLY FOR 1920

If our consumption of sugar does not exceed last year's total of about 4,300,000 tons we ought to have enough to last out the year and carry over 300,000 tons on January 1, 1921. This estimate, prepared by President Post, of the National Sugar Refining Company, is, according to the Boston *News Bureau*, "based on the assumption that Cuba will not sell to Europe and countries other than the United States more than 800,000 tons, against 1,261,869 last year." Mr. Post's table of available supplies was published in the Brooklyn *Eagle* as follows:

	Tons	*Tons*
Cuba crop present estimate	3,700,000	
Less local consumption	200,000	
Less exports to Canada, Europe, and elsewhere	800,000	2,700,000
Carry-over of beet-sugar, January 1, 1920		250,000
New crop beet-sugar available in 1920 (crop estimate 700,000 tons)		400,000
Louisiana sugar		200,000
Porto Rico		400,000
Hawaii		500,000
Santo Domingos, Philippines, Javas, South America, and miscellaneous		450,000
Total		4,900,000
Less exports of refined from this country to Europe and elsewhere in 1920		300,000
Leaving available to United States		4,600,000

The Boston *News Bureau* adds:

> Mr. Post's figures indicate he believes exports from Cuba to Europe and countries other than the United States for remainder of the crop season will be little more than 150,000 tons. Such exports so far this year have been 648,302 tons, against 368,185 in corresponding period of 1919. Last year exports from Cuba to foreign countries were large in latter part of the crop season.
>
> The 450,000 tons of Santo Domingo and outside sugars which he figures are available as United States supplies have been attracted here by the high prices.

20
25
40
45
PAT'D MAR. 1, '98, JULY 6, '09, OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. IN U. S. PAT. OFFICE
TIRE PRESSURE GAUGE
MF'D BY A. SCHRADER'S SON INC. N.Y. U.S.A.

TIRE MILEAGE

Are your tires inflated to the same pressure?

If not, the softest one is working overtime.

Guard against this by using a

SCHRADER UNIVERSAL TIRE-PRESSURE GAUGE

Price - - $1.50

Edwards Ready-Made Garages

Get FREE Garage Book

Don't build a garage until you get our book showing styles of ready-made garages and giving prices that save you money. Our garages are ready-built and ready to set up anywhere and are easily moved. We make both wood and

Fireproof Metal Garages

Steel construction and the least expensive of the kind. Book tells all about them and how we keep prices down by selling direct. *Post card brings it free.* Send today.

Ready-Made Buildings Houses, bungalows, barns, poultry houses, etc., not merely "ready-cut" but **ready-built** and shipped ready to put up. Also the world's best roofing. Ask for books on these also, if interested.

THE EDWARDS MFG. CO.
100 Pike St., Cincinnati, O.

INSYDE TYRES

--genuine inner armor for auto tires. Double mileage; prevent punctures and blowouts. Easily applied without tools. Distributors wanted. Details free.

American Accessories Company Dept. 316 Cincinnati, Ohio

ECONOMY FUSES

Cut annual fuse maintenance costs fully 80%

—as compared to the cost of protecting circuits with "one-time" fuses.

Do you know what you spend yearly for electrical protection? Call in your electrician—get the figures—they are four-fifths too high if you are using fuses which are discarded after operation.

An inexpensive Economy "Drop Out" Renewal Link, applied in a few minutes, makes a blown Economy Fuse as good as new. Nothing is discarded but the broken fuse strip which has operated. This makes possible the 80% cut in the cost of fusing.

Insist on Economy Fuses—approved by the Underwriters' Laboratories in all capacities—from 0 to 600 amperes in both 250 and 600 volts.

For sale by all leading electrical Jobbers and Dealers

Economy Fuse & Mfg. Co.
CHICAGO, U. S. A.
Economy Fuses also are made in Canada at Montreal

LITTLE HEADS

"You cannot begin too early," says Packer's Tar Soap to Mothers of the Rising Generation

TODAY Packer's Tar Soap is the same good friend to children as when Grant was President. It has given thousands of "young ideas" a real start toward lasting hair health.

Plenty of mature men and women, if questioned about "Packer's," would tell you that associated with their earliest recollections is this same pleasant-smelling, "piney" soap which sensible mothers are using on the heads of the youngsters.

Tousled heads and mud pies bring no terrors to mothers who know Packer's Tar Soap. Let your children play to their hearts' content. With "Packer's" to help you, whatever play-time dirt gets into little heads of hair is easily put to rout.

The experience of many mothers is that their tots actually *enjoy* having their rumpled locks shampooed with "Packer's." It feels *so* good. And then—what fun to have mother *dry* the pretty clean curls with soft warm towels?

"There," says mother, as she surveys the pleasing result. "Now you're all clean again till next time."

Boys and girls who have their hair looked after regularly by Mother and Packer's Tar Soap, are less likely to be troubled by dandruff and falling hair and unhealthy scalps when they become grown-ups. That's one great advantage of growing up in a "Packer" Family.

If you want *your* children to have nice hair in later years, hair which will show the result of early training, see to it that they meet Packer's Tar Soap once a week at least.

And be sure to set them a healthy example by using it yourself.

Whether you use "Packer's" or not, however, you should have a copy of the "Packer" Manual, "The Hair and Scalp—Modern Care and Treatment," written by a New York physician. It contains no end of valuable information about the care of the hair, presented in simple, non-technical terms, and is well worth reading.

Send for these "PACKER" *Samples*

1. HALF-CAKE of Packer's Tar Soap, good for several refreshing shampoos—10c.
2. LIBERAL SAMPLE BOTTLE of Packer's Liquid Tar Soap, delicately perfumed and delightfully cleansing—10c.

THE PACKER MANUFACTURING COMPANY
DEPT. 84 G, 120 WEST 32ND STREET NEW YORK CITY

INVESTMENTS AND FINANCE
Continued

THE LIPTON PROFITS

SIR THOMAS LIPTON is spending many thousands of dollars in his attempt to lift the *America's* cup, but he apparently has the money to spend, to judge from a recent statement of the profits of Lipton, Ltd., appearing in *The Economist* (London). These figures, which are, of course, in pounds sterling, show that many people must have lifted Lipton cups the past nineteen years. At present rates of exchange the pounds may be translated into dollars approximately by multiplying by four.

Gross profits have risen from £579,700 to £644,600, and expenses are £46,100 higher at £177,000, so that net profits show an increase of £18,800 at £467,600. The amount brought forward from the previous accounts was £138,700, from which £65,800 was deducted for payment of excess profits duty. The following table compares results since 1902:

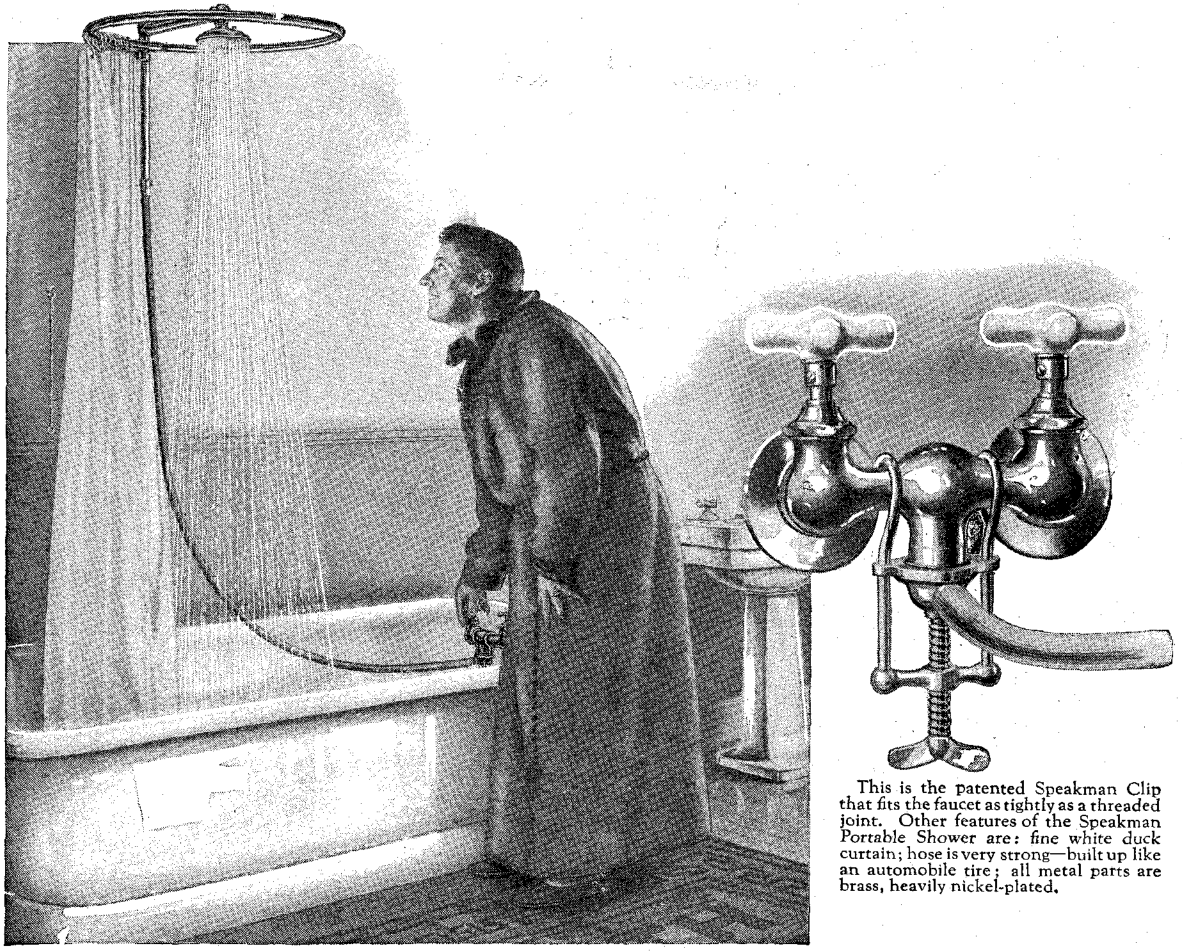
Year Ended March	Gross Profits.	Expenses, Etc.	Net Profits.	Depreciation.	Dividend Per Cent.
1902.......	£228,202	£39,441	£188,761	£19,063	8
1903.......	230,920	56,342	174,578	19,630	8
1904.......	226,506	47,810	178,696	21,720	7
1905.......	231,131	50,170	180,961	20,713	7
1906.......	201,308	40,787	160,521	21,125	7
1907.......	228,027	59,656	168,371	23,318	6½
1908.......	274,335	83,935	190,400	27,624	8
1909.......	358,813	157,124	201,689	38,963	8
1910.......	295,041	128,755	166,286	4,499	6
1911.......	258,649	107,732	150,917	4,810	6½
1912.......	307,207	103,922	203,285	51,341	6
1913.......	315,606	111,967	203,639	41,095	6
1914.......	314,949	131,461	183,488	23,202	6
1915.......	272,182	149,509	122,673	*262,274	nil
1916.......	295,089	125,645	169,444	45,104	nil
1917.......	442,776	140,189	302,587	44,057	7½
1918.......	544,322	126,222	418,100	44,055	12½
1919.......	579,678	130,902	448,776	47,411	12½
1920.......	644,564	177,005	467,559	51,866	12½

* Including £220,889 drawn from "premium on shares account."

TO MAKE PARIS THE "CENTRAL" OF EUROPE

A PLAN is on foot to make Paris an exchange telephone point for all Europe, according to information received by the Bankers' Trust Company of New York and made public in a recent bulletin. The scheme is to reenforce existing international systems between London, Madrid, Rome, Bern, Berlin, Brussels, and the French capital by the installation of about 250,000 miles of new trunk lines at a cost of one and a half billion francs. As we read further:

> The details of the plan have been completed by Mr. Deschamps, Under Secretary of State for Posts and Telegraphs, and a bill is to be introduced in the Chamber of Deputies asking for credits to carry out the scheme. Mr. Deschamps aims by the proposed expansion to improve the present system so that long-distance calls will be as distinct as local calls; to increase the number of lines so that delays of several hours for calls between Paris and other cities will be avoided; to prevent a break in the service because of storms.
>
> To attain the first object, expert French engineers have been studying the latest improvements for long-distance telephoning



This is the patented Speakman Clip that fits the faucet as tightly as a threaded joint. Other features of the Speakman Portable Shower are: fine white duck curtain; hose is very strong—built up like an automobile tire; all metal parts are brass, heavily nickel-plated.

More than a bath—a delightfully clean sensation

—and there are ten thousand or more in every Speakman Portable Shower

Step under the shower and you experience that delightful feeling of exhilaration as the driving water runs off your chest—your back—your entire body.

And that's just the beginning of shower pleasure. For the "stepped up" feeling comes afterwards—that sensation of being absolutely *clean*—you *know* you are, for the water drained off instantly as it aroused and cleansed each pore.

You throw back your shoulders; you just can't help it. There's a tingle in every nerve, and each muscle cries for something to do. It's a great feeling. Try it!

But be sure that the shower you buy is one that will give *all* shower pleasures. Don't lose any of them through faulty design or construction.

Buy a Speakman Portable Shower. It's built by the largest shower manufacturing company in the world. And proof of the fact that it's *right* in design and construction is that it has made good for fifteen years—long past the experimental stage.

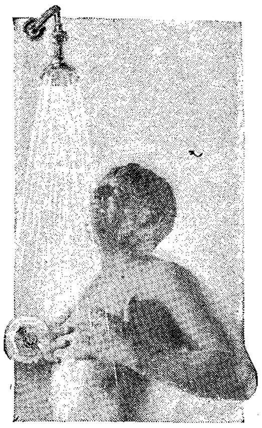
You can install the Speakman Portable Shower over any tub in half an hour with a screw driver.

For those who prefer a more pretentious installation the Speakman Company makes 200 or more styles of showers from which to choose. They range from elaborate showers and needle baths to rough-nickel finish industrial showers.

See your plumber or dealer today—now. Ask him about Speakman Showers. Have him show you the Speakman Portable Shower. You'll want to put one up right away.

Your plumber or dealer also has folders on the Speakman Portable Shower and the Speakman Mixometer Showers. If his supply is exhausted, write us.

SPEAKMAN COMPANY, Wilmington, Delaware



The most popular shower for built-in installations is this Speakman H-952½ Mixometer type.

SPEAKMAN SHOWERS

VILLE
4 Miles

"I'll Haul You Out!"

Tinkering for hours with a crippled or mud-mired car is irritating and needless. Safeguard against it by always carrying along a

BASLINE AUTOWLINE

Then you simply hail the next autoist, and in a minute or two you're on the way once more.

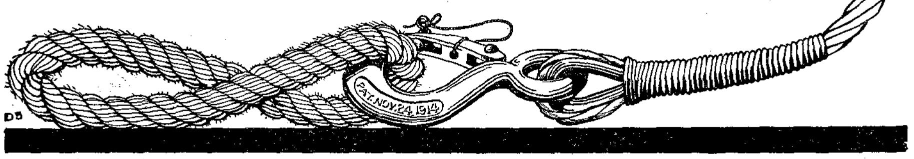
Basline Autowline is the "Little Steel Rope with the Big Pull". Absolutely dependable, because it's made of the famous Yellow Strand Wire Rope. Snaps on instantly with patented Snaffle Hooks that cannot loosen. In emergencies, can be used as skid-chain. Fits under seat cushion. At dealers, $6.95 east of Rockies.

Powersteel Autowlock, another necessity, protects car and spare tire against thieves. Also made of Yellow Strand Wire Rope, with non-pickable spring lock. At dealers, $2.80 east of Rockies.

Powersteel Truckline is needed by every truck-owner for heavy towing. It would hold an elephant. Retails, east of Rockies, at $11.30 with *plain hooks*; $12.75 with *Snaffle Hooks*.

BRODERICK & BASCOM ROPE CO., ST. LOUIS—NEW YORK

Manufacturers of Celebrated Yellow Strand Wire Rope—For All Industrial Uses.



INVESTMENTS AND FINANCE
Continued

in other European countries and in the United States with a view to installing the most efficient system. As a safeguard against the interruption of communication by storms, the trunk lines are to be laid underground.

A beginning is to be made with a cable of one hundred pairs of circuits between Paris and Strasbourg, in Alsace. The entire new installation proposed would practically triple the mileage of the French telephone-lines.

WHAT THE WAR DID TO PRICES AND WAGES IN GERMANY

PRICES and wages have been going up everywhere in the last six or seven years, but perhaps nowhere so sensationally as in Germany, a condition which is largely due, of course, to the depreciation of the mark. The New York *Journal of Commerce* quotes figures compiled by the American Association of Commerce and Trade in Berlin. It gives comparative wage statistics for 1913 and 1920 and price figures for 1914 and 1920. While an increase of 500 per cent. in average wages seems enormous, these rises are more than offset by the extraordinary advances in food, clothing, rents, and amusements, which approximate 1,620 per cent. The comparison of wages is given as follows in marks:

	1913 Nine Hrs. Day Marks	1920 Eight Hrs. Day Marks
Wood Industry—		
Cabinet-maker	43.20	336
Pattern-maker	39.00	228
Carpenter	41.50	288
Metal Industry—		
Fitter	37.80	204
Plumber	40.50	220
Electrician	39.15	204
Printing—		
Typesetter	37.00	230
Bookbinder	28.50	200
Female help	18.00	155
Building—		
Bricklayer	44.28	216
Carpenter	44.28	216
Unskilled labor	30.78	206
Paper Industry—		
Skilled labor	40.00	220
Street-Car Personnel—		
Conductor	30.00	218
Artizan	26.45	220
Laborer	20.50	206
Office Clerks—		
Clerk, bookkeeper, stenographer	40.00	190
Correspondent (foreign languages)	50.00	225

This is the comparison of prices for necessities, taking the years 1914 and 1920:

Food—	1914 Marks	1920 Marks	Per Cent. Increase
Potatoes, ten pounds	.30	4.00	1,333
Butter, per pound	1.25	17.00	1,360
Eggs, per dozen	.65	21.00	3,230
Meat, per pound (average between pork and beef)	1.00	24.00	2,400
Common vegetables (average between various kinds of vegetables	.25	4.00	1,600
Bread (four-pound loaf)	.45	4.50	1,000
Coal (briquets), per hundredweight	1.00	23.50	2,350
Clothing—			
Men's suits, ready-made	60.00	1,300.00	2,100
Men's suits, tailor-made	80.00	2,000.00	2,500
Men's shoes	12.50	300.00	2,500
Cloth for women's clothes, per meter	7.50	175.00	2,330
Cloth for women's clothes, muslin, per meter	2.50	39.00	1,560
Car-fares	.10	.70	700
Rent—			
Apartment of five rooms, per month	125.00	150.00	20
Amusements—			
Theater	1.50	8.00	533
Moving pictures	.50	2.00	400

Average increase about 1,620 per cent.
Average increase of living expenses, 1,620 per cent.
Average increase of earnings, 500 per cent.

(This advertisement appeared in the Indianapolis newspapers during the Advertising Convention, June 6 to 12, 1920)

Truth in Advertising

"The Credit for Building the First Car Belongs to Mr. Elwood Haynes"

(The above statement is from a letter to A. G. Seiberling, Vice President and General Manager of The Haynes Automobile Company, Kokomo, Indiana, by Richard H. Lee, Special Counsel of the National Vigilance Committee of the Associated Advertising Clubs of the World.)

EVERY advertising man attending this great convention will be proud over this tangible evidence of the constructive good being done for advertising by the National Vigilance Committee of the Associated Advertising Clubs of the World.

"*Truth* in Advertising" is the motto, the slogan, and the code of the members of the Associated Advertising Clubs.

While The Haynes Automobile Company has never participated in the discussion over who made America's first car, further than to state that Elwood Haynes invented, designed and built it, and to rest its case with history, we admit a glow of satisfaction as we take occasion to express to the advertising men of the world our felicitations to their National Vigilance Committee upon the thoroughness of its research and its conscientious insistence upon the verities in public statements.

Although the original Haynes automobile, invented, designed and built by Elwood Haynes, is a United States Government exhibit in the Smithsonian Institution at Washington, D. C., bearing an official tablet giving its history, nevertheless the accuracy of this Government statement has been directly and indirectly questioned.

We asked the Associated Advertising Clubs of the World through their National Vigilance Committee, to sift the entire matter, knowing it would be done utterly without bias, for this reason:

Advertising is a force upon which we, in common with every progressive concern in the world, depend. We know what advertising has done for us.

We know how jealously the Associated Advertising Clubs guard the good name of advertising. We know the sacredness of their slogan "*Truth* in Advertising."

The National Vigilance Committee went at its work conscientiously and thoroughly; it spent much time upon its investigation, in order that its finding should be final and decisive. The result is embodied in the letter from Mr. Lee to Mr. Seiberling, and in the straightforward statement:

"The credit for building the first car belongs to Mr. Elwood Haynes."

The decision lends added emphasis to the principle of *character* which is associated in the public mind with the name of Haynes.

No matter how good advertising may be, it can only be as good as the product it advertises. It can only succeed with the product. We are naturally gratified that the Haynes has made good on its advertising. We give advertising full credit for carrying to the people the message of the four essential factors of car-character—beauty, strength, power and comfort—which are established in the Haynes. Our advertising led the prospective car owners to expect beauty, strength, power and comfort in the Haynes. The car itself completely exemplified this *character*. The result is that to-day the demand for the new series Haynes is just as far ahead of our production as it was a year ago.

Every advertising man will be pleased to know this, because Haynes advertising is a faithful echo of the car itself. It reflects the policies and principles of The Haynes Automobile Company, and is just as much our product as is the Haynes car itself.

The Associated Advertising Clubs of the World have done great work, but never performed a greater act for the highest good of advertising itself, than when their National Vigilance Committee aligned the forces of good advertising with history, with recorded facts and with the U. S. Government's own official statement in the final, irrevocable decision that to Elwood Haynes belongs the credit for building America's first car.

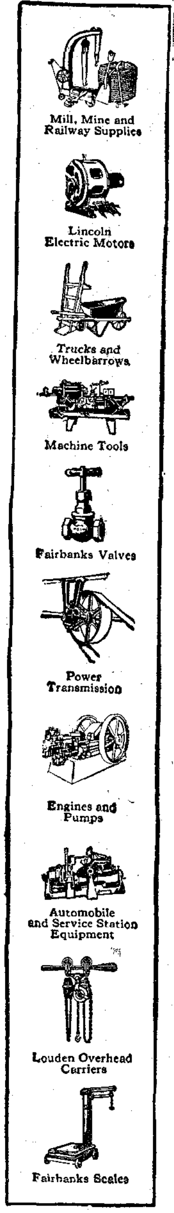
HAYNES

CHARACTER CARS

Beauty — Strength — Power — Comfort

1893 — THE HAYNES IS AMERICA'S FIRST CAR — 1920

This advertisement copyrighted, 1920, by The Haynes Automobile Company.


Mill, Mine and Railway Supplies
Lincoln Electric Motors
Trucks and Wheelbarrows
Machine Tools
Fairbanks Valves
Power Transmission
Engines and Pumps
Automobile and Service Station Equipment
Louden Overhead Carriers
Fairbanks Scales

How they Found the new machine

IN a certain factory there was need for a device to perform a new operation. The Superintendent had heard of it; the Buyer, for all his wide experience, could not put his finger on the maker. So he mentioned the matter to a Fairbanks salesman. At once their problem was solved, for the Fairbanks man knew just what they needed.

Going about all the time among users of mechanical equipment and supplies, every Fairbanks salesman accumulates a great fund of information regarding the products of many manufacturers. When you need a truck or a scale for some particular purpose, a tool for some new automobile repair job, or an odd piece of factory equipment, you can call upon The Fairbanks Company with certainty of satisfaction.

Everything that you buy from a Fairbanks Branch House bears the blue-and-white mark of merit—"Fairbanks O. K."—the nationally-known guarantee of quality on mechanical goods. Fairbanks scales, valves, machine tools, trucks, contractors' and factory supplies, wheelbarrows, engines and pumps driven by gasoline, oil and steam, power transmission appliances, automobile repair equipment, Lincoln electric motors—all have a reputation for accuracy and serviceability won by many years' faithful service. Standard or special, each thing you buy will be right in quality, price and delivery.

For every mechanical need, 23 Fairbanks Branches are at your service. One of them is near enough for motor-truck or quick rail shipments; let a trial prove its usefulness.

THE FAIRBANKS COMPANY *Administrative Offices* NEW YORK

Branch Houses:

Albany
Baltimore
Birmingham
Boston
Bridgeport
Buffalo
Chicago
Cleveland
Detroit
Hartford
Newark
New Orleans
New York
Paterson
Philadelphia
Pittsburgh
Providence
Rochester
Scranton
St. Louis
Syracuse
Utica
Washington

Havana, Cuba   London, England   Birmingham, England   Glasgow, Scotland   Paris, France

FAIRBANKS O.K.

CURRENT ◆ EVENTS

FOREIGN

June 30.—It is reported from Havana that 2,180,000 sacks of unsold sugar are being held in that city until the price reaches 24 cents a pound.

The Albanian 'seaport of Avlona has been captured from the Italians by Albanian insurgents, says a report from Belgrade.

The reply of the Turks to the Allies concerning the Turkish treaty recognizes the new states of Poland, Jugo-Slavia, and Czecho-Slovakia, and also the independence of Armenia and Hejaz. The reply protests the allotment of eastern Thrace to Greece, and says they can not consent to Greek sovereignty over Smyrna and would cede it only by force of arms.

July 1.—It is reported from Brussels that the Germans place in the hands of the French Government a memorandum on reparations, indicating that the German plan will be to meet the Allied demands at the conference at Spa with a reply which practically amounts to a refusal to pay the Allied bills. It is said that if the Germans insist on the course thus outlined France intends to take payment for reparations by annexing the Saar Valley and occupying the rich coal basin of the Ruhr Valley.

The Chinese Cabinet problem is virtually solved by the selection of Chow-Shumu for the premiership.

It is announced officially in Mexico City that the Mexican national debt is $273,000,000, most of which is owed abroad.

The Turkish Nationalists are reported to have defeated the Greeks near Pergama, taking several thousand prisoners.

It is reported from Paris that the Germans will insist at the Spa conference upon the restitution of territories now occupied by Allied troops, and deduction of the cost of Allied occupation from the amount of reparations due.

Food rioting, which broke out last week in Berlin and other German cities, continues to spread with serious consequences. At Lübeck martial law has had to be declared to restore order.

Germany's total debt is 265,000,000,000 marks, according to a report from Berlin.

July 2. — The Ukrainian Government, headed by General Petlura, moves from Kamenetz to Lublin, southeast of Warsaw, owing to the Bolshevik menace.

The Greek Army resumes its drive against the Turkish Nationalists near Smyrna and captures the town of Balikesri, taking a number of guns and 1,200 prisoners.

The Bolsheviki capture Lemberg, Ukraine, according to a report from London.

Italy rejects the Supreme Council's fixation of the amount of reparations which Germany shall pay. The Premiers proposed that Germany must pay 120,000,000,000 gold marks payable in annuities of 3,000,000,000 each and increasing gradually to 5,000,000,000 after a few years. It is reported that Italy insists she must receive a portion of the German reparations money equal to the amount of her indebtedness abroad, and she refuses to agree to the amount of reparations until a decision has been reached as to the amount which she shall receive.

July 3.—Appeals reach the Supreme Council from Warsaw asking immediate consideration of the eastern situation as a result of Bolshevik military successes.

The German Reichstag by a vote of 313 to 64 indicates its confidence in the Government.

July 4.—Japan decides to occupy such points of the province of Saghalien, Siberia, as it deems necessary, pending the establishment of a legitimate Siberian Government and a satisfactory settlement for the massacres of 700 Japanese at Nicholaievsk.

A new cabinet takes office in Chile under the premiership of Pedro Garcia de la Huerta.

Fighting between Italian and Greek troops southeast of Smyrna is reported to London. The engagement took place when the Greek commander sent a force to occupy a position within the Italian lines in order to meet an attack from the Turks.

July 5.—The treaty returning the Danish zone in Schleswig to Danish sovereignty is signed in Paris.

A new Persian cabinet is announced, headed by Premier Mochir-ed-Dowleh.

The conference between the Germans and the Allies opens at Spa.

The Polish Diet creates a council of defense vested with supreme power in the government of Poland. Formation of the council was decided upon owing to the menace of the Bolshevik invasion.

The Bolsheviki break the enemy resistance on the Crimean front, says a report reaching London.

July 6.—The Allied Premiers in conference with the Germans at Spa give the latter a day in which to propose a scheme for demobilizing their army and destroying their war-material, failing which the Allies threaten to end the conference. The Germans contend that they must have an armed force of 200,000 men.

It is reported from London that General Wrangel, the anti-Bolshevik commander in South Russia, had encircled a Bolshevik force of eighteen regiments, of which only 130 men escaped, the others all being captured or killed.

The jurists' commission, seeking to create an International Court at The Hague, adopt the principles of the Root-Phillimore plan for the make-up of the court. Mr. Root's most important principle provides for the election of the judges of the court by the Council and Assembly of the League of Nations voting separately on lists submitted by the League Tribunal. The candidates named by both Council and Assembly will immediately be considered elected.

July 6.—British and Greek forces are forced to withdraw from Beicos, on the Asiatic shores of the Bosporus, after a two-day battle with the Turkish Nationalists.

Polish forces between the Beresina and Pripet rivers are defeated along the entire front by the Russian Bolsheviki, says a report from Moscow. It is said that one of the first moves the new National Council of Defense of Poland will probably make will be to open

Let Us Send You a Box of Cigars

We'll send it with the intention of convincing you that we can save you 4½ cents or more on each cigar you smoke.

We make cigars in different shapes and qualities, selling at various prices. We sell straight to consumers. You have a chance to cut out at least two costs of handling and two profits coming between the cigar-maker and you.

Venture a 2-cent stamp on a letter and we'll venture a box of good cigars. We have to make them good cigars so as not only to convince but please you.

Some of our customers consider our El Nelsor better than any three-for-fifty cigar. We know of no two-for-a-quarter cigar that equals it. At this fairer comparison, you save 4½ cents each time you smoke. You can secure it from us for 8 cents.

This El Nelsor is 4¾ inches long. Its filler is all long Havana and Porto Rico tobacco carefully blended. Its wrapper is Sumatra leaf, genuine.

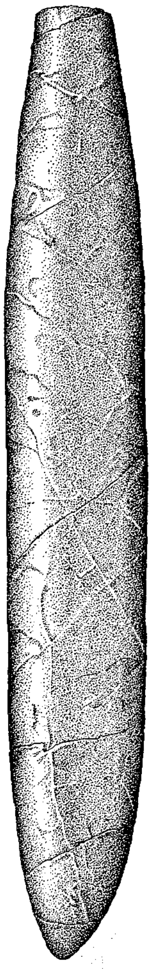
It is handmade by skilled grown-ups working in unusually hygienic surroundings.

This is the way we convince you what good cigars they are: Upon word from you, we send you a box of 50, postage prepaid. You smoke ten in judgment. If within 10 days they don't seem well worth sending us $4.00 for, you return the 40 remaining unsmoked. We have no claim against you.

We save you considerable money. We make a reasonable profit. Our cigars make regular customers for us.

In ordering, please use your letterhead or give reference and state whether you prefer mild, medium or strong cigars.

We make cigars in many other shapes at a range of prices.



Shivers' El Nelsor EXACT SIZE AND SHAPE

Send for our catalog

HERBERT D. SHIVERS, Inc.
23 Bank Street PHILADELPHIA, PA.

ENTER A BUSINESS of your own and earn big annual income in professional fees, making and fitting a foot specialty to measure; readily learned by anyone at home in a few weeks; easy terms for training, openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. *Address*
STEPHENSON LABORATORY, 3 Back Bay, Boston, Mass.

For Pleasure or Business
At Work or Play

Remember

Luden's soothe husky throats;
a blessing on dusty days

LUDEN'S
MENTHOL COUGH DROPS
GIVE QUICK RELIEF

NEW-SKIN

For Cuts and Scrapes

A neglected cut may lead to infection.

Safety first calls for the prompt use of New-Skin.

Besides being an antiseptic New-Skin forms a covering.

It protects the wound while nature repairs the damage.

15c and 30c. At all Druggists

NEWSKIN COMPANY
New York Toronto London

"Never Neglect a Break in the Skin"

Skin Troubles
Soothed
With Cuticura

Soap, Ointment, Talcum, 25c. everywhere. Samples free of Cuticura Laboratories, Dept. 7, Malden, Mass.

Kills!

No Muss—No Mixing—No Spreading

Rat Bis-Kit quickly and surely does away with rats and mice. They die outdoors. There's a different bait in each Bis-Kit. No trouble. Just crumble up. Remember the name—Rat Bis-Kit. 25c and 35c at all drug and general stores.

The Rat Biscuit Co., Springfield, Ohio

Rat Bis-Kit

For Mice Too

CURRENT EVENTS

Continued

negotiations for peace between the Poles and the Bolsheviki.

The State Department is informed that the provisional President of Venezuela approves the legislative ratification of Venezuela's adherence to the League of Nations.

President Pessoa of Brazil in a message to the Brazilian Congress denounces the activities of alien radical agitators in that country, and urges the Congress to pass laws of defense against these elements.

ELECTION PRELIMINARIES

June 30.—Ten candidates are placed in nomination at the Democratic National Convention.

July 1.—By a vote of 929½ to 155½ the drastic dry plank proposed by William Jennings Bryan for the Democratic platform is defeated after an all-day debate at the convention.

The resolutions committee reports a platform to the Democratic National Convention after four days and nights of work in drafting it. It includes the so-called Virginia plank on the Treaty and League of Nations, and a plank expressing sympathy with the cause of independence for Ireland.

July 6.—James M. Cox, three times Governor of Ohio, is nominated for the Presidency on the 44th ballot at the Democratic National Convention at San Francisco. Franklin D. Roosevelt, Assistant Secretary of the Navy, is nominated for Vice-President.

DOMESTIC

July 2.—Depositors in national banks on May 4 numbered 20,380,350, an average of more than one account for every five persons, according to an announcement of the Controller of Currency at Washington.

The public debt was decreased by more than a billion dollars during the fiscal year of 1919, just ended. The amount of indebtedness on June 30 was $24,299,321,467.07.

July 4.—Major-General William C. Gorgas, former Surgeon-General of the United States Army, dies in London at the age of sixty-five. He was noted as the man who stamped out yellow fever in the Canal Zone, making the building of the Canal possible.

July 5.—According to figures just compiled by the Immigration officials at Ellis Island 334,254 aliens have left this country through the port of New York in the year ending June 30. The number of incoming aliens in the same period was 314,368.

It is announced in Washington that more than $150,000,000 worth of property taken over by the Alien Property Custodian during the war is to be restored to its owners under the terms of an amendment to the Trading with the Enemy Act passed by Congress June 5.

July 6.—The population of Houston, Texas, is reported by the Director of the Census as 138,076, an increase of 59,276 since 1910.

You could dip *this* house *in* water

Now is the time to use STONE TEX.

If your stone, stucco or brick building is a new building, *keep it new*—with STONE TEX. If an old building, *make it new*—with STONE TEX.

As you know, there is nothing like a good coat of paint for wood or steel. By the same token, there is nothing like a good coat of STONE TEX for masonry.

STONE TEX is applied with a brush. It dampproofs and rainproofs—it prevents staining and cracking of stucco and concrete surfaces—it preserves and beautifies.

Write for book which tells all about STONE TEX, and color card of ten attractive masonry shades.

The Truscon Laboratories
750 Caniff Avenue **Detroit, Mich.**

Renew Masonry Walls With
STONE TEX

PURITY CROSS
FOR SUMMERING.

⊕ Deviled Ham ⊕ Deviled Ham with Chopped Olives ⊕ Boned Chicken ⊕ Chicken in Jelly in Glass ⊕ Chicken a la King ⊕ Welsh Rarebit ⊕ Ox Tongue, etc.

Handy Tins at Quality Stores

Aside from its deliciousness, each Purity Cross Delicacy provides greater economy in terms of net trimmed meat.

Made by a Master Chef in a Model Kitchen
THE PURITY CROSS MODEL KITCHEN, ORANGE, N. J.

Moore Push-Pins
or
Push-less Hangers

Use them and you may change wall decorations as often as you like without injuring the wall paper or plaster. The steel points do the trick.

Sold by hardware, stationery, drug and photo supply stores everywhere. **15c** per packet

Moore Push-Pin Co., 133 Berkley St., Philadelphia

PATENTS. Write for Free Guide Book and EVIDENCE OF CONCEPTION BLANK. Send model or sketch of invention for our free opinion of its patentable nature.

Victor J. Evans & Co., 759 Ninth, Washington, D. C.

Base and Floor one continuous piece.

Imperial Sanitary Floor

Put On Like Plaster—Wears Like Iron

It is a composition material, easily applied in plastic form over old or new wood, iron, concrete or other solid foundation—Laid 3-8 to 1-2 in. thick—Does not crack, peel or come loose from foundation.

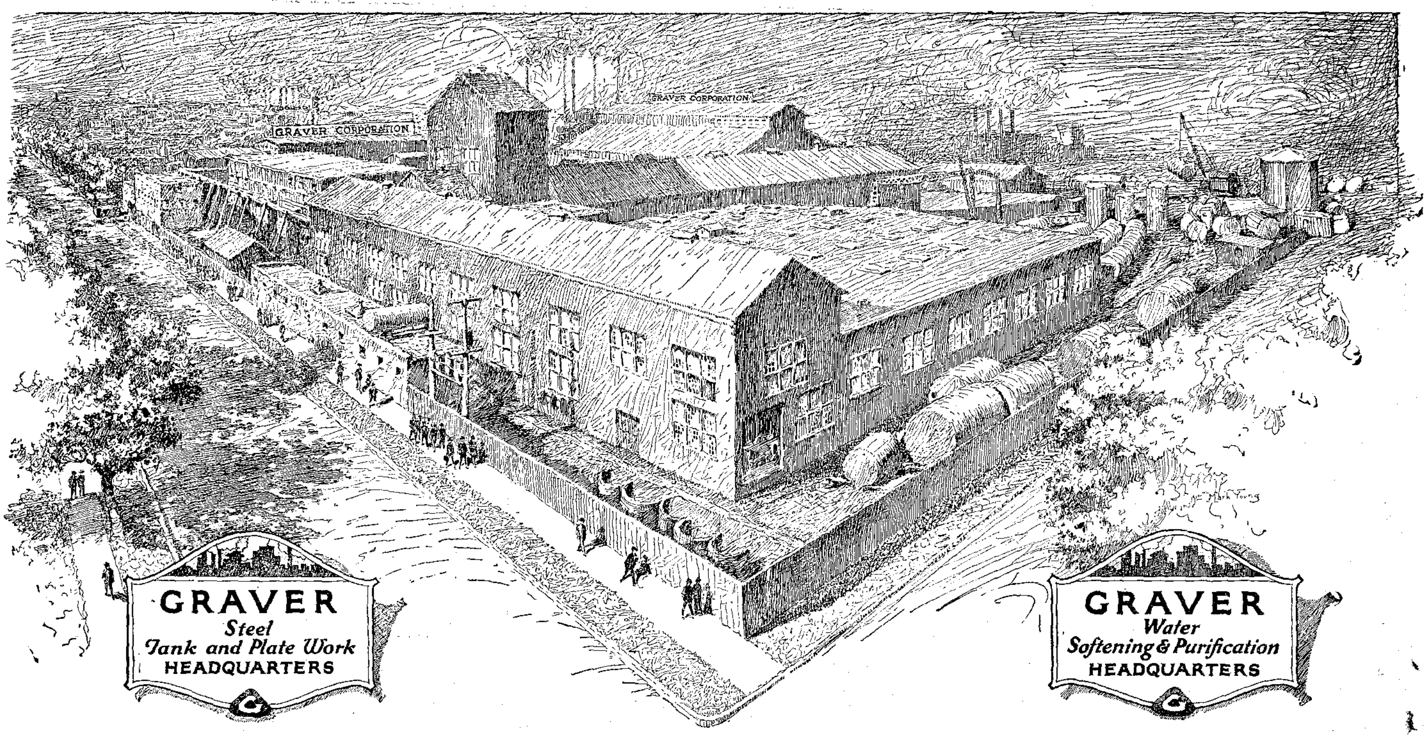
It presents a continuous, fine grained, smooth, non-slippery surface, practically a seamless tile—No crack, crevice or joint for the accumulation of grease, dirt or moisture—Is noiseless and does not fatigue.

The Best Floor

for Kitchen, Pantry, Bath Room, Laundry, Porch, Garage, Restaurant, Theater, Hotel, Factory, Office Building, Railroad Station, Hospital—all places where a beautiful, substantial and foot-easy floor is desired.

Your choice of several practical colors. Full information and sample FREE on request.

IMPERIAL FLOOR COMPANY
1139 Cutler Building, Rochester, New York
On the Market 10 years



The Customers of this Plant form a BLUE BOOK of American Industry

Back in 1857 William Graver established the Wm. Graver Tank Works for the building of steel tanks. He showed the tank trade of the day that, with correct design and right quality of material and workmanship, it was possible to build steel tanks that combined comparative lightness with ample reserve strength.

The great Standard Oil Co. was one of his first customers. Other refiners followed suit until one day The Wm. Graver Tank Works was awarded a contract for refinery tanks and equipment aggregating over a million dollars—this from the Sinclair Refining Co., an order that has since been duplicated.

To-day the Graver Corporation (merely a newer name for the Wm. Graver Tank Works) builds at its plant, or erects in the field, steel tanks of from 65 gallons to 55,000 barrels capacity, and for almost every American industry; handles steel plate construction of all sorts; produces various oil refinery apparatus; and manufactures water-softening and purifying equipment of all types.

The present owners of the business are all sons of William Graver, the founder, and under their father served practical apprenticeships in shop, field, and office. Thus have the William Graver ideals and standards been maintained. Modern machinery and methods have been adopted as proven out, but never to the lowering of quality.

This plant, grown from one small shop to eight manufacturing buildings and now covering ten acres of ground is, of course, a matter of pride to this organization. But a subject of still greater pride is the list of customers that Graver Quality has won for this plant, including as it does the leaders of almost every industry having use for its products. Following are a few of hundreds:

Pennsylvania System and sixteen other great railroads; United States Steel Corporation and nine other big steel producers; Standard Oil Co. and forty-nine other well-known oil refiners; General Chemical Co. and sixteen other notable chemical manufacturers; Swift & Co. and seven other leading packers; International Harvester Co. and seven other principal makers of agricultural implements; Sherwin-Williams Co. and eleven other large paint and varnish manufacturers.

Aluminum Co. of America, American Bridge Co., The Barrett Co., Burroughs Adding Machine Co., Corn Products Refining Co., Du Pont de Nemours & Co., Eastman Kodak Co., The N. K. Fairbank Co., Ford Motor Co., Libby Glass Co., Parke Davis & Co., The Pullman Co., Quaker Oats Co., Remington Arms Co., Sears, Roebuck & Co., Studebaker Corporation, U. S. Department of Agriculture, Universal Portland Cement Co.

GRAVER Corporation

(WM. GRAVER TANK WORKS · FOUNDED 1857)

Steel Tanks and General Steel Plate Construction
Water Softening and Purifying Equipment

East Chicago, Indiana

7-E

IT'S ALL INSIDE
Geo. K. Ball

GOING CAMPING?

Do your cooking the Kampkook way and forget your camp fire troubles. This two burner sure fire stove is ready any time you want it. Set up and going in a jiffy; burns gasoline or distillate without smoke, soot or odor. Wind and trouble proof.

AMERICAN FOLDING
KAMPKOOK
THE IDEAL CAMP STOVE

All parts enclosed in steel case when not in use measuring 14x8x3 inches. Handy to carry anywhere; large enough for camp cooking. Sold by hardware and sporting goods dealers everywhere. Write for our folder on camping conveniences.

American Gas Machine Co.
818 Clark St.
Albert Lea, Minn.

Mellin's Food Babies

Kitty Gregg,
Kittanning, Pa.

Howard J. McAlhany,
Branchville, S.Car.

Send today for our instructive book,

"The Care and Feeding of Infants"

also a Free Trial Bottle of
Mellin's Food

Mellin's Food Company, Boston, Mass.

THE SPICE OF LIFE

Frying Days.—These are the days t fry men's soles!—*Greensboro Daily News.*

Bad Risks.—The insurance-rate on M ican Presidents is likely to go through t roof this time.—*Indianapolis News.*

For Bachelors Only.—It is a safe gu that the man who pokes fun at a woman shopping all day and not buying anythi isn't married.—*Boston Transcript.*

His Guide-Book.—"I must look in t book to see where I'll go on my vacation

"You mean a resort directory?"

"No, my bank-book."—*Buffalo Expre*

Might Be Worse.—"I'm having troul in supporting my wife."

"You don't know what trouble is. T not supporting her."—*Kansas City Journ*

More Light Needed.—You and I kno that prices have dropt. The newspap know it, too, and won't it be fine wh the storekeepers find out about it?—*Seat Post Intelligencer.*

Worse Than Pining.—"Is the rich you widow pining for her husband?"

"Not exactly, but from the way she making his money fly, it might be said s is wasting away."—*Baltimore American.*

Washed with Care.—Mr. Newlove "This lettuce tastes beastly—did y wash it?"

Mrs. Newlove—"Of course, I di darling—and I used perfumed soap, too! —*London Mail.*

A Birthday Reminder.—Nell—"T morrow is Jack's twenty-eighth birthday

Doris—"Are you going to give hi anything?"

Nell—"Yes, a good strong hint." *Boston Transcript.*

Nut Waiter Wanted.—An old lady, aft waiting in a confectionery-store for abo ten minutes, grew grossly impatient at t lack of service.

Finally she rapped sharply on t counter.

"Here, young lady," she called, "wh waits on the nuts?"—*Everybody's Magazin*

Playing Up.—"Hiram," said the farm er's wife, "what makes you say 'By gosh so much and go round with a straw in yo mouth?"

"I'm getting ready for them summ boarders that's comin' next week. some of us don't talk an' act that wa they'll think we ain't country folks at all —*Boston Transcript.*

Confidences.—In the sweet silence the twilight they honeyspooned upon th beach.

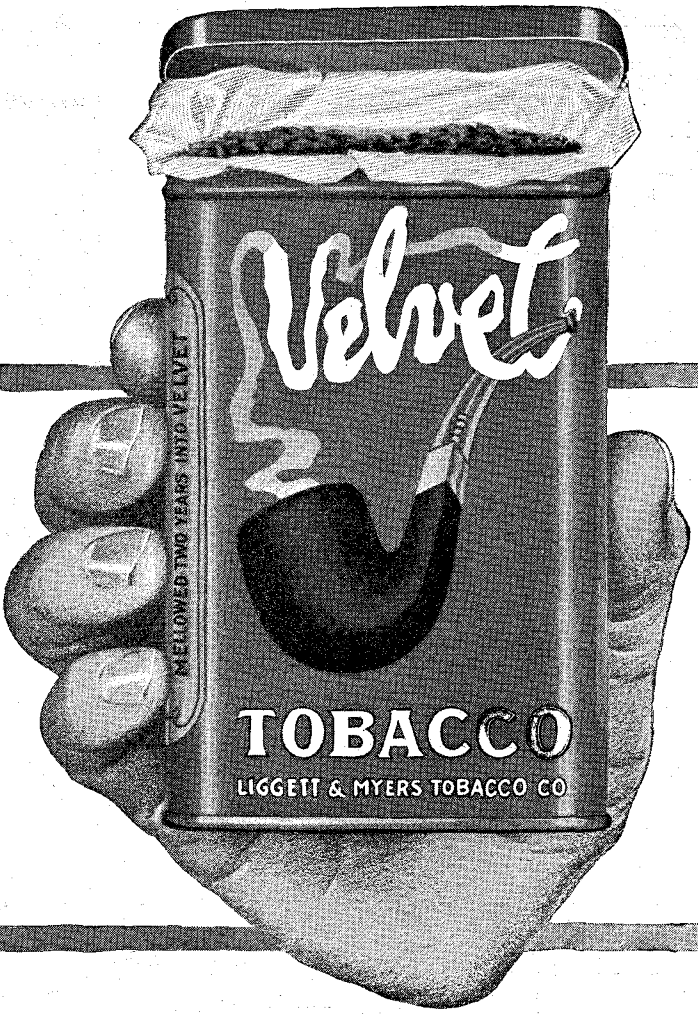
"Dearest," she murmured, tremblingl "now that we are married, I—I have secret to tell you!"

"What is it, sweetheart?" he aske softly.

"Can you ever forgive me for deceivin you?" she sobbed. "My—my left eye made of glass!"

"Never mind, lovebird," he whispere gently; "so are the diamonds in you engagement-ring!"—*Tit-Bits (London).*

eleven cubic inches of Velvet


Velvet
MELLOWED TWO YEARS INTO VELVET
TOBACCO
LIGGETT & MYERS TOBACCO CO

GET all the fun—all the "velvet"—out of life. We pack *that* sort of Velvet into tins and sell it broadcast by the ton. Nature smooths the "ifs," "buts" and "maybes" out of tobacco and leaves VELVET. But that's only half of it.

We "bunch our hits" in Velvet: Choice, fragrant Burley "hearts." Curing in Kentucky sunshine. Two years' mellow ageing in wooden hogsheads.

Add it up and what do you find? Nature's best an' everything—sunny friendliness and the smoothest possible smoking.

Liggett & Myers Tobacco Co.

America's smoothest smoke

PERFECCION
GIRARD
SUPREMA
FLOR DE
GIRARD
Stephen Girard
BROKERS
GIRARD

A mind at ease does better work

A man's best thoughts often come to him in the hour of quiet enjoyment with his evening cigar.

Great soldiers—Foch at the Marne, Grant in the Wilderness, the great industrial chiefs, the philosophers, the poets from Byron to Kipling—all attest the comfort and inspiration of the "friendly weed."

Let the fragrant and satisfying Girard lend its helpful influence to your thinking and your work.

With its mild richness, its genuine Havana flavor and quality—mellowed by age alone, the Girard is indeed a source of pleasure without regret.

America's foremost cigar, it is sold by progressive dealers everywhere.

Try the Benefactor size, today.

Antonio Roig & Langsdorf
Philadelphia
Established 49 years

GIRARD
Never gets on your nerves

Not So Healthy.—Several Irish towns have to be omitted from this summer's list of health resorts.—*London Opinion.*

Necessarily.—Jack—"Why do you call that barrister 'Necessity'?"

Jock—"Because he knows no law."—*Tit-Bits* (*London*).

Provident Girl.—"Have you been touching the barometer, Jane?"

"Yes'm. It's my night out, so I set it to 'fine.'"—*London Mail.*

Garden Luck.—"Is your husband having any luck with his garden?"

"Oh, yes. He got a sunstroke and collected $200 health insurance."—*Boston Transcript.*

Quick Changes.—"In Mexico," says Uncle Abimelech Bogardus, "a feller's got to buy the latest extry to see whether he's a patriot or a traitor."—*Seattle Post-Intelligencer.*

Mistake or Confession?—The nervous bridegroom was called upon to make a speech at the wedding breakfast.

Putting his hand on his bride's shoulder, he hesitatingly remarked: "Ladies and gentlemen, this thing has been thrust upon me."—*Tit-Bits* (*London*).

Poetry of the Senses.—Witter Bynner is said to have worked off a pretty good one at the Poetry Society banquet. Some one asked him if Burns and Noyes could not be likened to each other. Bynner replied: "Well, you can feel Burns, while you can only hear Noyes."—*San Francisco Argonaut*

Conversation Superfluous.—"Can your little baby brother talk yet?" a kindly neighbor inquired of a small lad.

"No, he can't talk, and there ain't no reason why he should talk," was the disgusted reply. "What does he want to talk for when all he has to do is yell a while to get everything in the house that's worth having?"—*New York Evening Post.*

When News Is Not News.—The owners of *The Index* are particularly anxious to keep the paper on a strictly non-political basis, and for that reason we must reserve the right to edit all copy. Anything we deem of a political nature will be handled through our advertising department, strictly as advertising copy. Rates made known on application.—*Barber County* (*Kansas*) *Index.*

Musical Entertainment. — "Who are those two men hanging around the harem?" inquired the Sultan.

"I understand that one is a former beau of your latest favorite and the other seems to be playing second fiddle to him," replied the chief eunuch.

"Hum," mused his majesty; "well, just see the captain of the guard and tell him to hang up the fiddle and the beau."—*Judge.*

Prayers for a Hen.—Lindsley had the little hen fast and was trying to bring her head close to the ground.

"What might you be trying to do?" exclaimed her father coming upon the small girl in the yard.

"I'm trying to make this hen say her prayers."

"Well," said the parent sadly, "I hope she'll say: 'Now I lay me.'"—*San Francisco Argonaut.*

Air-Cooled

Only such standard parts as have been accepted by owners of quality motor cars find a place in the air-cooled Holmes.

As is usual when the qualifications are particularly rigid, the choice of axles narrowed down to Timken-Detroit—the axles you will find under twenty-seven of the best built and best known motor cars in America:

Cadillac
Columbia
Crawford
Cunningham
Daniels
Davis
Detroit Electric
Dorris
Essex
Hanson
Holmes
Hudson
Jordan
McFarlan
Maxwell-Chalmers
Metz
Moon
Noma
Pan American
Riddle
R & V Knight
Shaw
Singer
Stephens
Velie
Westcott
Winton

THE TIMKEN-DETROIT AXLE COMPANY
Detroit, Michigan

TIMKEN-DETROIT
FRONT & REAR AXLES

THE ◆ LEXICOGRAPHER'S ◆ EASY ◆ CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. A. P.," Los Angeles, Cal.—"Is the use of the word *movies* ever permissible?"

The word *movies* is a colloquial use, and is permissible in conversation but should be avoided in writing.

"T. A. L.," Birmingham, Ala.—The word *quota* is correctly pronounced *kwo'ta—o* as in *go*, *a* as in *final*.

"G. P. K.," Fort Atkinson, Wis.—"(1) Which is correct, 'I have great pleasure in speaking a good word *on* his behalf,' or 'I have great pleasure in speaking a good word *in* his behalf'? (2) What is the correct pronunciation of the word *ensign?*"

(1) Formerly, *on behalf of* meant "in support or favor of," and *in behalf of* meant "in the place or interest of," but in modern usage this distinction tends to disappear. Both the sentences you give are correct. (2) The word *ensign* is pronounced *en'sain—e* as in *get*, *ai* as in *aisle*.

"L. E.," Hartsville, S. C.—"(1) Can you tell me the origin of the word *honeymoon* and the significance of its use as applied to a wedding tour? (2) What is the meaning of the word *pice?*"

(1) W. Pulleyn in his "Etymological Compendium" says: "It was the custom of the higher order of the Teutones . . . to drink mead, or metheglin, a beverage made with honey, for thirty days after every wedding. From this . . . comes the expression 'To spend the *honeymoon*.'" (2) The word *pice* is defined as—"(E. Ind.) A copper coin of British India."

"B. B. B.," Tulsa, Okla.—"Can you inform me what character of ship the *Empress of Ireland* was, and when and where she went down?"

The *Empress of Ireland* was a British passenger-ship, traveling from Quebec to Liverpool. She was sunk in a collision with the Norwegian collier *Storstad* on May 29, 1914, with a loss of life of 1,023.

"C. J. M.," Carlisle, Ky.—"(1) Is *demote* proper to indicate the opposite of *promote?* (2) Is *liceity* proper in the sense of 'licitness'? (3) Is *nimrod* mere slang for 'a hunter'?"

(1) It is correct to use *demote* to indicate the opposite of *promote*. (2) The word *licit* means "lawful"; *licitly* means "in a lawful manner"; *licitness* means "the quality of being lawful." Therefore, there is no reason for the existence of the term about which you inquire—*liceity*. (3) *Nimrod*, in the Bible, is the name of a grandson of Ham: a mighty hunter; hence is used of any successful hunter.

"W. S. P.," Ashland, Ky.—"Is it considered good form for a business concern to omit the word 'Mr.' on its envelops in sending statement and business communications?"

If the person addressed has no official or professional title, the common title "Mr." or "Esq.," "Mrs." or "Miss," should be given. Even business haste does not excuse this omission.

"R. S. W.," Carlsbad, N. M.—The plural of *summons* is *summonses*.

"G. H. Cleveland, O.—"Should *cause* or *causes* be used in the following sentence—'This is one of many things that *cause* or *causes* so much confusion'?"

In agreement with the rule that "when the nominative is a relative pronoun, the verb must agree with it in person and number, according to the pronoun's agreement with its true antecedent," the plural form of the verb is here required. The noun "things" is the antecedent of the relative, not the pronoun "one"—"This is one of many things that *cause* so much confusion."

"G. W.," New York, N. Y.—"Can the expression, 'My consensus of opinion' be used properly?"

This expression can not be used properly of one person's opinion, as a consensus requires two or more minds in combination. The accepted meaning of the phrase "consensus of opinion" is "general agreement." *Consensus* is commonly defined as "a collective unanimous opinion of a number of persons," and on this account the phrase "consensus of opinion" appears to be tautological. But as there may be consensus of thought, of functions, of forces, etc., it is not tautological to speak of a "consensus of opinion." Besides, the phrase is an English idiom.

"W. M.," St. Louis, Mo.—The word *amateur* is correctly pronounced *am"a-tur'*—first *a* as in *fat*, second *a* as in *final*, *u* as in *burn;* or *am'a-tiur*—first *a* as in *fat*, second *a* as in *final*, *iu* as *eu* in *feud*.

"W. F.," Brooklyn, N. Y.—"Kindly tell me the meaning of the phrase 'stoughton bottle.'"

The phrase *stoughton-bottle* is defined as—"(U. S.) A stupid person; figurehead; dolt, as, they stood there like so many *stoughton-bottles:* from the black or dark-green bottles of Dr. Stoughton's bitters, shaped like a log cabin and used in the Presidential campaign of 1840."

"H. R. McV.," Marianna, Ark.—"Please let me know who it was that said, 'Live or die, survive or perish,' and the occasion upon which it was used."

Daniel Webster said: "Sink or swim, live or die, survive or perish, I give my hand and my heart to this vote."—*Eulogy on Adams and Jefferson*, August 2, 1826, p. 133. Mr. Adams, describing a conversation with Jonathan Sewall in 1774, said: "I answered that the die was now cast; I had passed the Rubicon. Swim or sink, live or die, survive or perish with my country was my unalterable determination."—John Adams: *Works*, vol. iv., p. 8.

"J. E.," Kamloops, B. C., Can.—"(1) Who was *Matzel*, and what kind of death did he meet with? (2) Who ruled in Poland in 1748?"

(1) *Ascher Matzel* was a Hungarian soldier, born 1763; died 1842. This is the only information available concerning him. (2) *Augustus III.* (1733-1763) ruled in Poland in 1748.

"E. N. R.," Brooklyn, N. Y.—"Please explain the difference between 'O' and 'Oh.'"

"*O and oh.*—The former is the sign of address or wishing, and should always be written as a single capital letter. For example, 'O pride of Greece! Ulysses, stay!' The latter, *oh*, expresses sorrow, pain, surprize, hope, or longing, and may begin either with a capital or a small letter, according to its position; as, '*Oh*, that my head were waters, and mine eyes a fountain of tears.'—*Jer*. 9:1. The distinction between O and *oh* is not so closely observed, however, as formerly."—Dr. Fernald, *English Grammar Simplified*.

"J. D. G.," Mare Island, Cal.—"What is the rule governing the use of *cannot* and *can not?*"

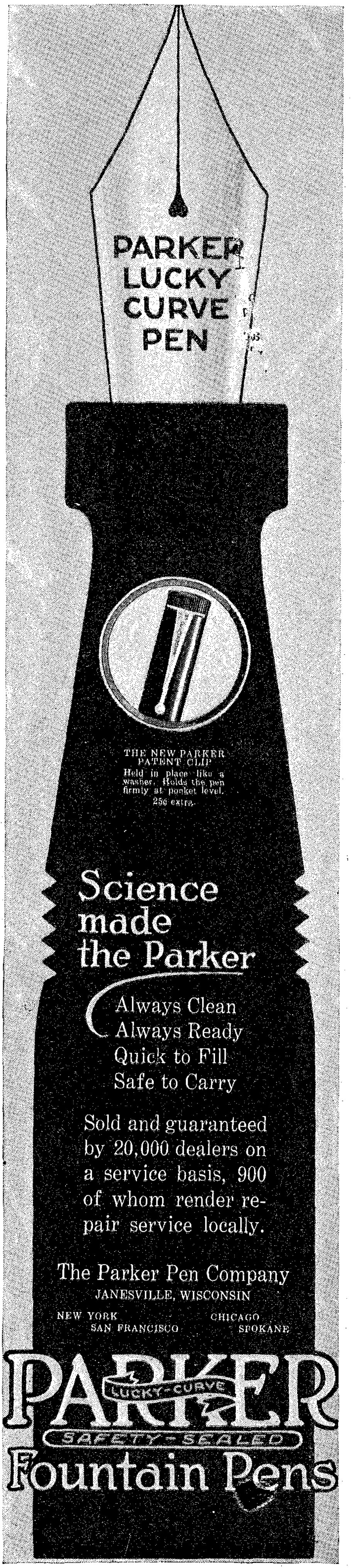
There is no rule governing the use of *can not*. Hence the reason that sometimes you find it written as a solid word and sometimes as two. The LEXICOGRAPHER contends that the form as a solid word is incorrect, for *can* is a verb positive. In Old English, the true form was *ne can*, similar to that still used in French, *ne peut pas* (can not). You will realize the absurdity of the solid word form when you try to inflect it. It is true, we say "I can [illegible]," but you can not go further without becoming ridiculous. For instance, "I cannot, thou cannotest," "he cannot."

"J. C. R.," Washington, D. C.—"In stating a number of words in a sentence, connected by commas, the last of which is preceded by the word 'and,' please state when the comma is used preceding 'and,' and when it is omitted."

In such sentences as, "'Music, literature, and the drama form the chief diversions of the family,' the comma is put before the conjunction 'and' for the reason that the words 'literature' and 'drama' are not more closely connected in sense and construction with each other than with the preceding word, 'music.'

"When the series of nouns is preceded by an adjective qualifying only the first, the comma should be omitted before the conjunction; as, 'Delicate beauty, lightness and strength characterize the Parthenon.'

"When the first of two words connected by *and*, *or*, or *nor* is qualified by a preceding adjective or adverb which does not apply to the second, or when the second word is followed by a word or phrase not belonging to the first, a comma is placed before the conjunction; as, 'The house was strongly built, and supplied with modern articles.' 'He sang, and danced too.'"—Eleanor Banks: *Correct Business and Legal Forms*.



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